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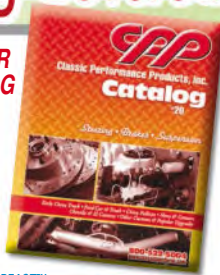
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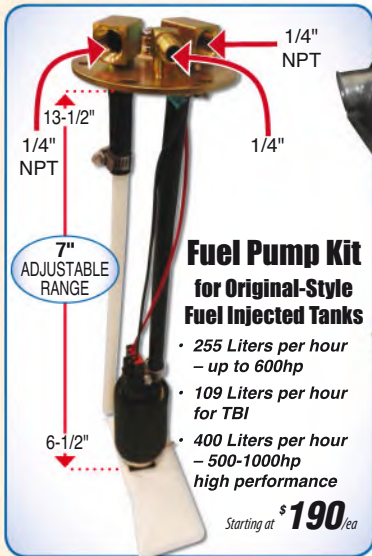
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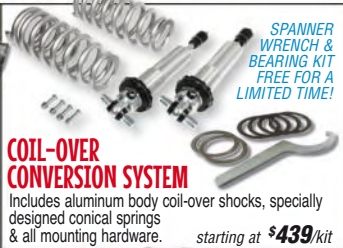
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On the Cover: Jeremy Fogleman's '63 Chevy II is low, sleek, and packing heat. A gift from his father when he was 14 years old, this beautiful Bow Tie has been in the family ever since. Photography by Tommy Lee Byrd.

CAR FEATURES

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Jeremy Fogleman's killer Chevy II has deep roots.

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We go from turbo to blower on our 4.8L LS for a back-to-back boost off.

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It was a battle of the Bow Ties at Palm Beach International Raceway.



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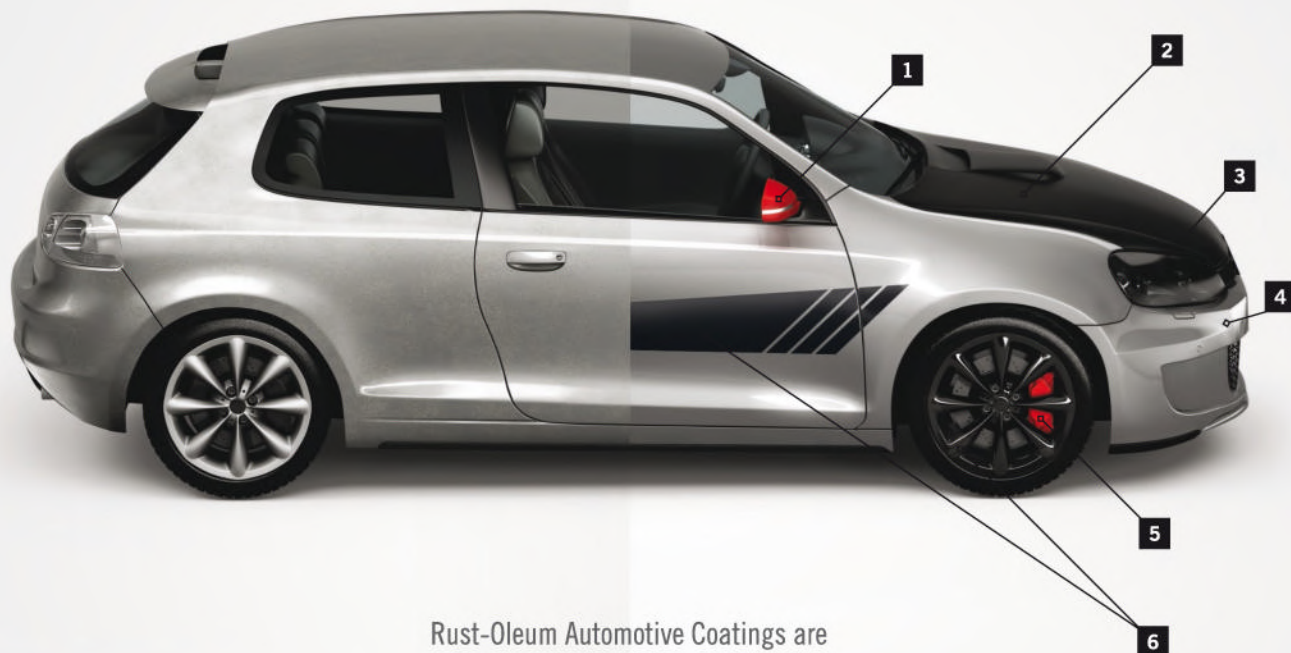
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GOOD PEOPLE, SPEAK UP!

A Kind Word Goes a Long Way, Even Online.

Covering the 2016 Camaro unveiling was an interesting and, at the same time, eye-opening experience. Oddly enough, the car was only a small fraction of what I'm referring to.

That may sound strange, but the car was exactly what most of us in the industry expected: Lighter, sleeker, LT1-powered, and an evolutionary design of a body style we already liked. It did not disappoint.

However, the most profound experience I had during the event was watching people's digital reactions to the new car roll across our social media and web platforms. I wish I could say those comments were befitting of the engineering achievement at hand, but truthfully, 90 percent of the garbage dribbling into the comments section was just that, garbage. We see this same cyclical backlash every time a model is revamped.

Regardless, it seems the old adage of "if you can't say anything nice, don't say anything at all," has fallen tragically by the wayside. I don't know about you, but that's how I was raised – and there was a big bar of soap ready and waiting to expunge any vocal outbursts to the contrary.

Let me set the scene for you: I spent two days in Detroit for the car's reveal ceremony surrounded by some of the most die-hard and passionate automotive engineers you could ever hope to meet. They absolutely live and breathe horsepower, performance, and, most of all, Camaro. The latter, they poured the better part of the last several years into perfecting. For the Chevrolet employees who took part in the sixth-gen Camaro's development and launch, it wasn't just a job.

Not only are they technical masterminds, but many, if not all, are enthusiasts just as fanatical about classic Chevys as you or me. What a melancholy juxtaposition it was to work with these dreamy-eyed Bow Tie engineers, many of whom were on cloud nine watching their baby be revealed to the world, only to scroll through a digital sea of ignorance, profanity, and flippant remarks.

Let's be clear: I am not, and will not, lobby for you to like the new Camaro. Frankly, that's not my job. My career prerogative is to provide you the objective facts, figures, images, and any other necessary information for you to make that decision for yourself. And, if at the end of the day, you're not sold on the 2016 model, god bless you for taking the time to develop an opinion.

But there is an important distinction that needs to be made between not liking something and pumping unnecessary hate-speech into the world – isn't there enough of that online already? Recognize that there are hardworking, and genuinely good, people attached to the thing you are commenting on. If you wouldn't feel comfortable saying something face-to-face to someone, why is it OK to say it online? That concept is a daily struggle for most of the Internet-savvy world.



But there is a glimmer of hope: When I roll through our Facebook posts and see that 11,000-plus people have clicked the "Like" button on the first sixth-gen Camaro post while 100 people have chosen to leave negative, often foul, comments, I come to a certain conclusion: A lot more of you liked the car than were willing, or felt obligated, to speak up about it.

So I ask this of our loyal and kind readers: When we post something that speaks to your automotive soul, be it a car feature, a tech story, a new car unveiling, whatever! Make it known by leaving a comment.

You are doing so much more than telling 'us' you like it; you are letting all of the engineers, project planners, builders, fellow enthusiasts, etc. that put their blood, sweat, and tears into a car know that you're glad they did it. And, while it's hard to quantify a sense of accomplishment, a kind word goes a long way.

When I think back to all of the hardworking people that were involved in the completion of the newest in a proud line of Camaros, I think they would sure appreciate knowing you're a fan of their work.

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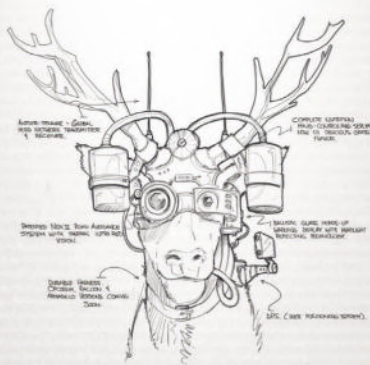
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BOW TIE NOSTALGIA

John Gilbert

FACING THE FOUNTAIN OF YOUTH

If modern lore has it right, the Fountain of Youth is located just a little south of where Interstate 10 ends in Jacksonville, Florida, and the road to St. Augustine begins. That's the Fountain of Youth for the general populace, but if one happens to be a vintage Bow Tie aficionado, the Fountain of Youth is as close as their Chevrolet dashboard.

All one has to do to enjoy the age-reversing effects of a classic Chevy dashboard is to jump into the driver seat of a particular year or model they once owned in their youth and suddenly they're feeling 20 years younger. Isomorphic correspondence is the term that best describes it; or, as most people know it, "nostalgia." All it takes is a glance at a familiar gold-colored Bel Air emblem on a 1957 Chevy dashboard or a 1960 Impala's 120-mph speedometer face and all those good old memories come rushing back.



The factory name for the color on this 1960 Chevy Impala is Tasco Turquoise. One glimpse of it could take a person right back to where they were stopped at a traffic light in 1962 and make them remember the song that was on the radio and the name of the girl next to them. Better than nebulous stock gauges, Auto Meter gauges fit right in and provide precise readings. White tuck 'n' roll is sexy.



The double-hump cap on 1955 Chevy dashboards made it an easier job for General Motors to build right-hand drive cars for overseas export. Can you image how many people worldwide have fond memories of this year's dashboard design?

This unmolested 1957 150, with radio and clock delete plates left in place, makes this "plain Jane" dashboard have 'modify me' written all over it. It was a '60's customizing tradition to chrome the glovebox door and ashtray to provide teenage dates with a make-up mirror.



Look before you launch: Before the PRNDL shift quadrant was standardized, in true American Graffiti goofball style, it was easy to catch Reverse instead of Low. Note the Bow Tie high beam indicator light underneath 60 mph.



The subject vehicle here is a 1957 Chevy gasser built in 1960 with modern racing instrumentation added. A shrunken 1957 210/Bel Air style steering wheel retains a stock flavor yet adds quicker steering response, plus more stomach clearance.



Amid billet aluminum and carbon-fiber enhancements, retaining the stock 1955 Chevy power brake pedal leaves an old-timey impression.



Mixed nostalgia describes the installation of a 1958 Impala steering wheel with 1957 Bel Air dash trim to upscale the looks of a 210.



On this 1957 cluster, the absence of a Powerglide or Turboglide shift quadrant indicates this was originally a manual transmission car. Note the inboard idiot lights and outboard turn signal indicators share bullet shaped styling.



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LOW

JEREMY FOGLEMAN'S KILLER CHEVY II HAS DEEP ROOTS.

✍ Tommy Lee Byrd 📷 the Author

There's something to be said for a car that has been in the family for a while. Whether it was handed down by a family member or just a high school project car, it takes a sentimental car guy to hold onto a car for a number of years. It's easy to get bored with a project or lose interest all together, but for Gibsonville, North Carolina, resident Jeremy Fogleman, this 1963 Chevy II Super Sport has been at the top of his project car priorities for many years. The end result is a lowdown cruiser with good looks and lots of power to back it up.

Jeremy's first interaction with this car happened at the age of 14. His dad, Steve, brought the car home and gave it to him as his first project car. Jeremy drove this car throughout high school and took his girlfriend Leah out on dates in the car. Over the years many things changed, including Jeremy and Leah getting married and having a baby girl (Layla), but one thing stayed the same: the Chevy II. Even though the car remained in Jeremy's possession, it certainly went through some changes of its own.



(AND ANYTHING BUT SLOW)





An 8-year rebuild consisted of a complete overhaul, and Jeremy gave the car a modern Pro Touring look without taking away from the originality of the body and all of its Super Sport trim.

Starting with the front suspension, Jeremy replaced the original subframe with a TCI Engineering unit, which features a Mustang II-based suspension. Tubular stainless steel control arms articulate according to the air pressure inside the Firestone airbags. Jeremy built the air-ride suspension system, but retained the TCI sway bar and rack-and-pinion steering setup. The air suspension allows Jeremy to slam the car to the ground when it's parked and easily pump it up for comfortable driving. He installed a set of GM disc brakes, which are visible through the spokes of the 17x7 Billet Specialties SLC65 wheels, wrapped in Nitto 555 rubber, sized at 205/40R17.

Out back, the tire and wheel combination offers a nice raked stance. Matching Billet Specialties rollers measure 18x10 and wear Nitto 555 tires, sized at 275/40R18. Normally, a Chevy II would be limited to a much smaller tire and wheel combination, but mini-tubs



and a TCI Eng. rear suspension package provide adequate real estate for wide rubber. The TCI suspension package includes the necessary mounts for the four-link bars, as well as subframe connectors and a crossmember to mount the shock absorbers. The rear suspension features RideTech Shock-Waves, which are operated by Jeremy's homebuilt air suspension setup. The

stainless steel four-link bars bolt to a Currie 9-inch rearend housing, which has been narrowed to fit the compact Chevy II platform. It's packed with 3.70 gears, a Positraction differential, and Currie axles.

In terms of horsepower, Jeremy goes about it in traditional fashion with a tried-and-true small-block Chevy. Starting life as a '70s GM 400ci small-block,

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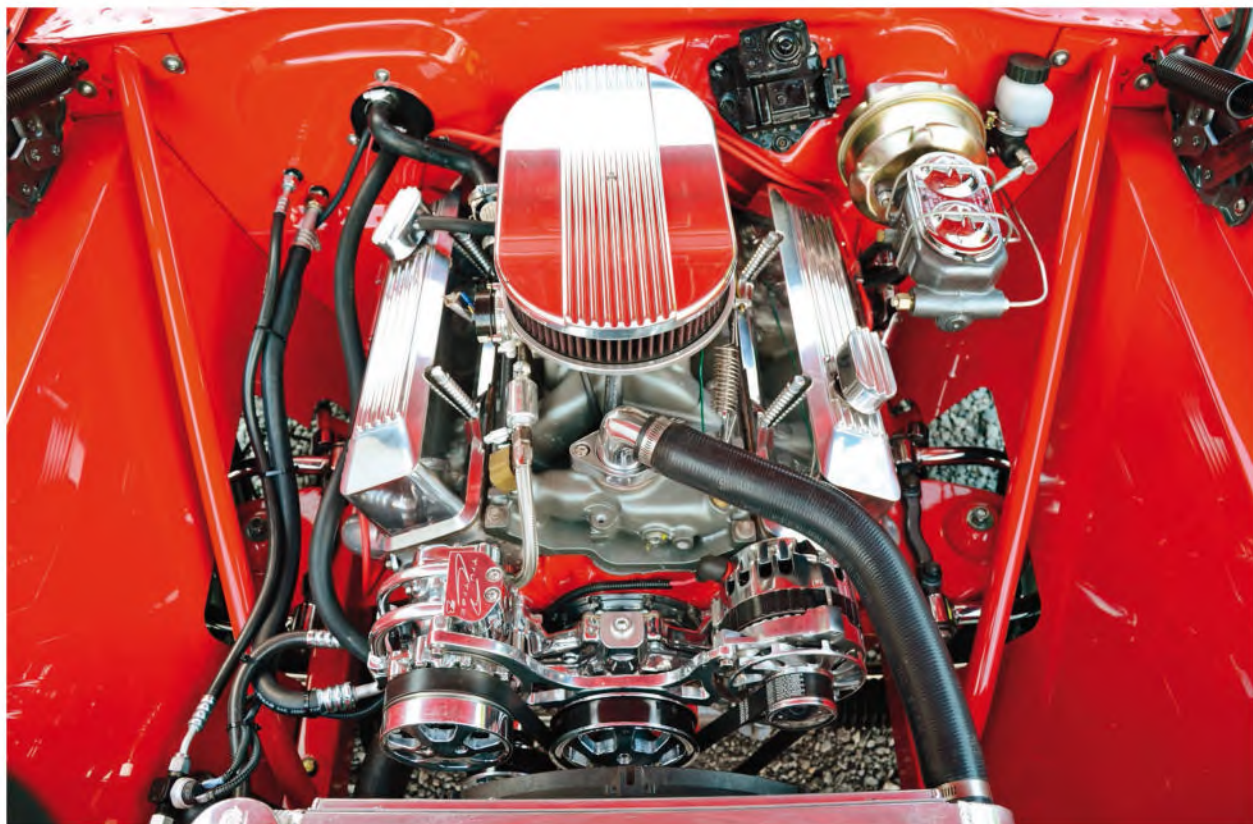


Apple's Engine Rebuilding punched the block 0.030 over and assembled it with a GM forged crankshaft, Scat 6-inch connecting rods, and Probe flat-top pistons. In combination with the GM Performance Parts Fast Burn aluminum cylinder heads, the final compression ratio is near 11.0:1, which is at the threshold for 91-octane pump gas. The cylinder heads have been ported and polished, and

they're finished off with a set of COMP Cams valvesprings and PBM 1.5:1 roller rocker arms. The camshaft is a Herbert Performance hydraulic flat tappet unit, with 231/236-degree duration at 0.050-inch lift and 0.520-inch lift.

Atop the small-block is an Edelbrock RPM Air-Gap intake manifold, fit with an Edelbrock Thunder Series AVS carburetor rated at 800 cfm. Ignition

is controlled by a Procomp Electronics small-body distributor, complemented by an MSD Blaster 2 coil and MSD 8mm plug wires. A Performance Rod & Custom aluminum radiator and SPAL electric fan cool the small-block, while a Billet Specialties Tru Trac accessory drive offers an attractive serpentine belt setup. A Powermaster one-wire alternator fills out the accessories.





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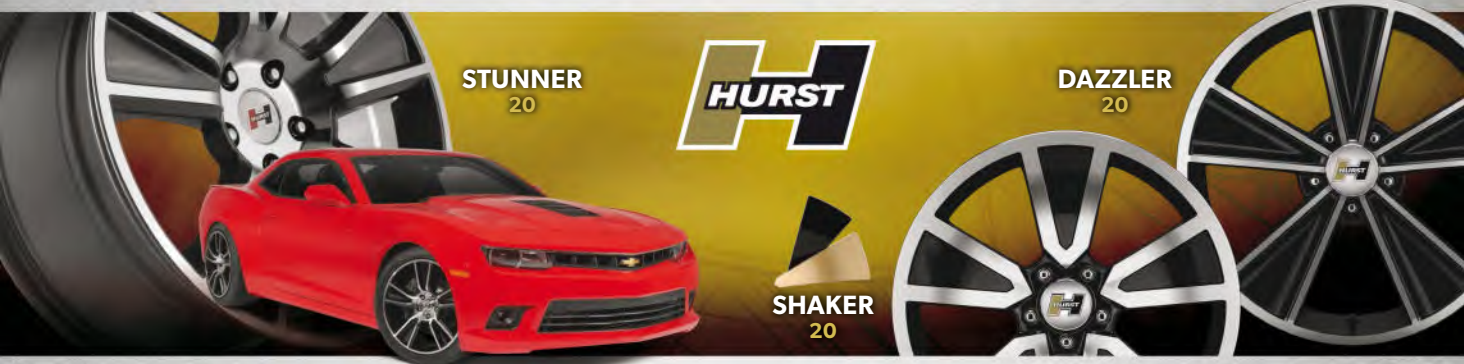
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The headers are ceramic-coated shorties, which lead to a set of Hooker Aero Chamber mufflers through 2 1/2-inch tubing. Behind the small-block is a Tremec TKO-600 five-speed manual transmission, which features a Ram clutch set and a Hurst shifter.

One look at Jeremy's Chevy II tells you he knows a thing or two about bodywork. He makes his living doing paint and bodywork, so he took extra care to make his Chevy II laser straight before the PPG Deltron materials were laid down. Jeremy patched the lower quarter-panels and replaced the passenger-side doorskin due to rust, but the remaining panels are original GM steel. Contrary to many Pro Touring cars, Jeremy kept all of the original trim and emblems, giving the Chevy II Super Sport a unique look. Moe's Polishing restored all of the original stainless steel trim. The Torch Red paint is flawless—Jeremy spent countless hours getting it just how he wanted it.

Even the engine bay is sanded, buffed, and polished to perfection, which is a testament to Jeremy's attention to detail throughout the build. The only piece of the body that isn't Torch Red is the rear taillight panel, which offers a nice contrast with charcoal gray paint.

Inside, Jeremy kept it simple by retaining the stock seats, door panels, and dash. Dean's Upholstery handled the stitchwork on the Saddle-colored interior, while Jeremy spent lots of hours detailing the interior with more red paint. The dash is fit with an under-dash Vintage Air vent setup, allowing the heat and A/C to flow freely. The Classic Instruments gauges mount in a billet panel, and offer much more information than the original cluster. Also in the dash is a Custom Electronics stereo, which fits in the original bezel. We especially like the Classic Instruments tachometer mounted in the "knee knocker" position below the dash. A chrome-plated ididit tilt steer-

ing column and Billet Specialties steering wheel finish off the interior.

Overall, the Chevy II has undergone a huge transformation during Jeremy's ownership. It has gone from a high school project car to a high-end Pro Touring build that runs and drives better than Jeremy could've ever imagined when he first got the car. The small-block and five-speed transmission offer lots of fun factor, while the flawless paint reminds you that this isn't your average build. Jeremy says he got lots of help through the years from folks like Steve Fogleman (father), Gary Fogleman (uncle), Brad Taylor, Scott Kirkman, and Steven Pegram. And of course, support from his wife, Leah, and daughter Layla went a long way in completing this project. It's a relationship that goes back many years, and the bond between Jeremy and his Chevy II is stronger than ever, now that the car is on the road and the entire family can enjoy it. *SB*

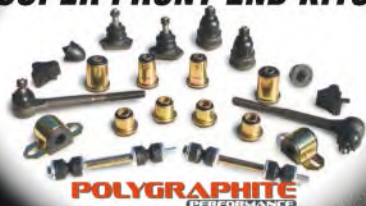




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✍ **Rod Short** 📷 **the Author**

You're in your car one pleasant afternoon when you look up at your rearview mirror. A double take ensues. All was good until this apparition just suddenly appeared. You feel the apprehension rising, but then a silent sigh of relief escapes as it passes you by. It was just

an old Chevy, right? Perhaps, but your senses tell there was more going on here – something much more sinister.

Those may be the very thoughts Toyota and Honda drivers have when they come across Andrew Starr's startling 1956 Chevy. With no hood and eight injector stacks rising from behind the massive radiator, Starr's car is like a body builder in a sleeveless T-shirt

showing everyone this muscle car isn't just a classic Chevy.

Starr found his car through a good friend, whose father had it sitting half assembled in the corner of his shop. Although he wasn't really into Tri-Fives at the time, talking about it was a source of minor irritation as Starr always called it a '57 Chevy. After being told not to come back into the shop if he called it a '57



again, the father eventually wanted it gone and the car could be his for a price, but only as long as he agreed to paint it turquoise as part of the deal.

The "deal" looked a bit dubious at the beginning. The rotted-out floors had been covered with scrap metal cut off of an old dumpster while the interior was filled with trash and old clothes. A look inside the trunk found an eclectic collection of miscellaneous parts. Even so, it was a start. Starr was working for an auto parts store that had a machine shop then and he was able to put together a 350 small-block that included an Edelbrock tunnel-ram and some 660-cfm carbs. A 9-inch rear followed along with a Jerico four-speed. Starr completed the half-finished bodywork and then took it to Howard Gaul and Jeff Bornholdt at Collision Concepts in Oreland, Pennsylvania, where it was painted. It turned out to deliver more than he bargained for.

"I drove the car plenty and clicked off 11.90s at Atco on a regular basis," Starr said. "I had started to date a girl that I knew from high school when we took the '56 out for a drive one night. I let her drive and she was pussyfooting around and gaining confidence when I began goading her to stand on it and to drive it like she meant it. It didn't take long for her to bite. At the next light, she stood on it right up to the 8,000-rpm chip. Then she slammed it into Second and was right back up on the chip again. Then it was in Third and we hauled ass down the street. When we slowed



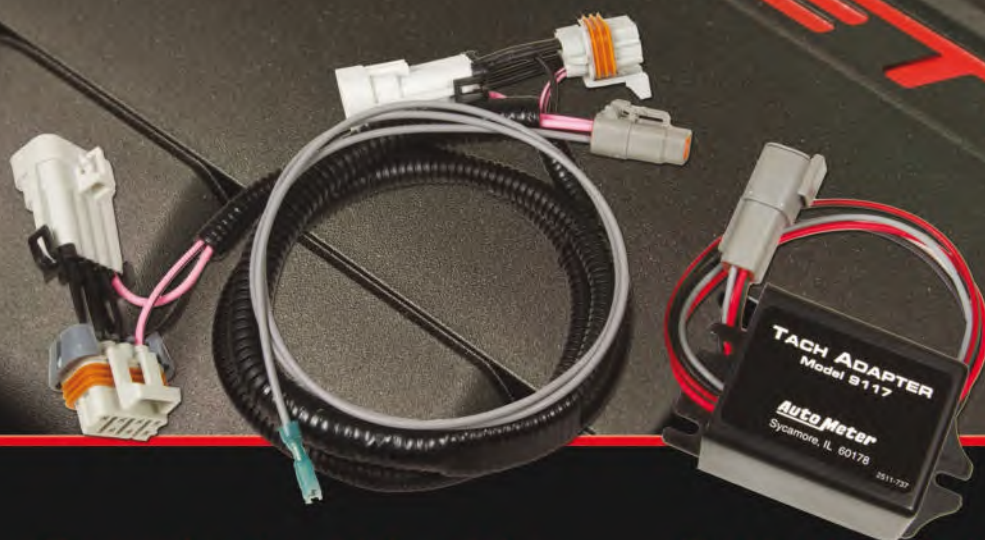
down, I was out of my mind and started yelling 'What are you doing?! You're supposed to shift at 7,400, but you're banging the 8,000-rpm limiter!' I was miffed and she could tell. So, she turned to me and very calmly stated, 'You never told me where to shift it and all I know is that when it stopped pulling, I was going to grab another gear.' I sat there just beside myself thinking she was right – and it didn't take long for me to realize I was going to marry this girl."

Starr eventually moved to big-block power and, yes, he drove off with his new bride in the car. A string of timeslips in the 10.30s at 133-plus mph followed. A trip to the annual PRI (Performance Racing Industry) show, however, changed his program when he met Duane Hilborn in the Hilborn Fuel Injection booth.

"Sitting there was an IR (individual runner) manifold that Hilborn had just developed as an EFI kit," Starr recounted. "I was very interested and offered to help R&D the system without compensation, just for the experience. I happened to have pictures of the '56 and specs with me so I left it with him. Months later, we finalized an agreement and a system was sent out to me. I finished the installation and a trip to the dyno confirmed that the car was much more powerful. The final numbers showed 684 hp and 651 lb-ft at the rear tires on pump gas, which was an astounding 50 hp and 40 lb-ft better than the carburetor. After bolting on some slicks, I made a trip to Atco and posted a 9.96 at 136 mph, which was my first ever 9-second pass."

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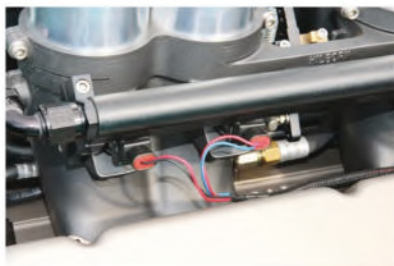
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Starr continued to learn the capabilities of the Hilborn EFI system and was helping out some customers here and there when the company had an opening. And, suddenly, he was an employee. Today, he runs a 565-cubic-inch engine that's made up of a GM Bowtie block with a Crower crank and rods. Doug Meyers of Automotive Machine Services in Schwenksville, Pennsylvania, performed the machine and balancing work while Starr did the blueprinting and assembly himself. Flat-top 9.65:1 pistons wrapped with Total Seal rings seal the combustion chambers in the Brodix-2 heads. A Bullet roller cam actuates the 2.25/1.88 valves with Crower steel rockers. On the engine's top end, the menacing induction system is made up of a Hilborn Individual Runner EFI manifold with 3-inch butterflies and 55 lb/hr injectors triggered by a Holley HP ECU. Dan Ross from Speedway Polishing and Coating provided a ceramic coating for both the manifold and valve covers.

The drivetrain for this wicked Chevy is made of a G-Force GF5R five-speed with a Dana 60 rear packing Strange 40-spline axles and 4.88 gears. Anchored to a McLeod aluminum flywheel is a McLeod Street Twin clutch, which is activated by a Wilwood hydraulic master cylinder and a McLeod hydraulic throwout bearing assembly. Parallel on either side of the drivetrain are Hooker headers and 4-inch-diameter Flowmaster mufflers and pipes.

Putting that power safely to the ground, however, is more than a stock '56 Chevy chassis should be asked to do.



Starr added an S&W Race Cars 14-point rollcage kit to secure and stiffen the chassis with stock A-arms, Moroso springs, and 90/10 shock absorbers on the front suspension. For the rear, he installed an S&W back half kit and uses a Quarter Master Pro series antiroll bar when he's at the track. Billet Specialties rims wrapped in Firestone tires are used up front, while Weld AlumaStars are used on the rear with Mickey Thompson 33x21.50 street tires.

"As you can see, my '56 has come to define me and has been a part of some of the most exciting aspects of my life," Starr said, looking back on his 22-year relationship with this car. My wife still calls it my other girlfriend, but it's more than just a car. It's like an old friend that has seen the good and the bad and has helped to make some dreams come true."

Maybe so, but it's still a 9-second street car that's more than capable of taking a bite! *SB*

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ODE TO A CHILD OF The '60s

TWO ENTHUSIASTS ARE KEEPING MEMORIES OF THESE ICONIC CHEVY 409S ALIVE.

Rod Short the Author

When people first looked at the new lineup of Chevrolets in the fall of 1961, few probably realized how iconic the new fullsize Chevy would become. The clean, youthful styling of the Biscayne, Bel Air, and Impala were all free of the excesses of tail fins and hood

ornaments, and hinted at good things yet to come.

Good things, other than the '62 Chevys, did occur during 1962. John Glenn became the first American in orbit, the Telstar satellite beamed the first live TV picture from Europe, and The Beatles burst onto the music

scene. Even so, there were pivotal times. The Cuban Missile Crisis was averted, rioting followed when James Meredith, a black U.S. military veteran, attempted to enroll at the University of Mississippi, and America began to get more deeply involved in Vietnam.

Now, over 50 years later, not much from 1962 is left for many people, except a lot of different memories. In the case of Larry Frederick and Mick Price, however, they have something tangible from that time – namely 1962 409 Chevrolets.

"It was a red on red two-door Impala hardtop that I put a 409 in. I was driving it when I picked up my wife for our first date," Price said when asked about his first car. "I had it for about two years. I think everyone remembers their first car and has fond memories of them. I have four of them now."

"You always like to go back to what you had as a kid," Frederick said. "When I was just 16, my first car was a dual-quad 409. I always thought the '62 had the best lines. I won the Bob Daniels Award of Excellence with this car at the Hot Rod Reunion at Bowling Green and it's been on display at the NHRA U.S. Nationals since 2009."

Chevrolet made three different B-body fullsize models in 1962: the Biscayne, Bel Air, and Impala. The two-



door sedans retain the most interest today, with the Bel Air sport coupe and the heavier Impala sport coupe, or “bubbletop,” being the most desirable of the lot. All of these cars had the typical uni-steel construction with the roof, body panels, cowl, and underbody forming the shell, which the hinged doors and front and rear lids were bolted to.

Of particular interest was the welded X-design chassis that had four crossmembers and eight mounting points. Made from 1957 until 1964, Buick, Cadillac, Oldsmobile, and Pontiac

all used versions of the X-frame despite some controversy because of its flexibility and safety. The front suspension utilized traditional long/short control arms and a stabilizer bar with spherical joints, while the rear had upper/lower multi-link control arms. Coil springs were used all around. Four-wheel drum brakes with full molded asbestos linings were standard. The only option was RPO 686, sintered iron metallic shoes for police applications. Wheels measuring 14x5 with two-ply rayon tires were most common on these cars.

Coming out of the '50s, this was all

standard fare for full-sized cars from General Motors, but the 409 engine was not. First announced in December 1960, the W-series Turbo-Fire 409 engine was announced with the Impala Super Sport. In 1962, it could be ordered in two versions: RPO 580, a single four-barrel carburetor version that produced 380 horsepower, or RPO 587, a dual-quad version that made 409 horsepower. Both came with a cast-iron alloy block, forged steel crank, 6-quart oil pan, drop-forged connecting rods, 1.75 ratio rocker arms, mechanical lifters, and aluminum intake. Both versions of the 409 put out 420 lb-ft of torque. The RPO 587 409/409 had the benefit of twin four-barrel carburetors and a revised cam grind. Three- and four-speeds were the only transmissions available for these cars.

The cars looked good and sold well thanks in part to the growing interest in drag racing. At the 1962 Winternationals, drivers such as Dyno Don Nicholson, Dave Strickler, and Hayden Proffitt showed well in these cars. Proffitt would go on to win the “Mr. Stock Eliminator” title that year with a 12.83-second elapsed time at 113.92 mph. Sensing the opportunity, car dealerships stepped up with sponsorships for many young Stock and Super Stock racers as their popularity exploded.

Despite some rust, Frederick’s Bel Air sport coupe was in amazing shape





ODE TO A CHILD OF THE '60s

when he bought it—and it even had the original engine in it. When restoring the car, it was discovered that the 409 still had the standard bore. The clearances were in such good shape that it was rebuilt with the original pistons. Frederick rebuilt the original BorgWarner T10 four-speed transmission with a Zoom clutch disc and pressure plate. The rearend was rebuilt with 4.11 gearing. The red vinyl interior was completely restored with parts from C.A.R.S. Inc. in Rochester, Michigan.

Mark Price likes plain Jane cars with no options. He got his rust-free Biscayne out of the southwest and restored it with as many N.O.S. parts that he could find. The original frame



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was powdercoated while Carpenter Automotive in Rockford, Illinois, rebuilt the 409 and repainted the car. New glass provides easy visibility for the red, stereo delete interior, while BFGoodrich Silvertown 8x14 tires adorn the wheels, which have original dog dish hubcaps.

Over 50 years, fads, fashions, and trends come and go while memories fade and disappear. Thanks to Larry Frederick and Mick Price and their Roman Red Chevys, they may not be gone quite yet. *SP*



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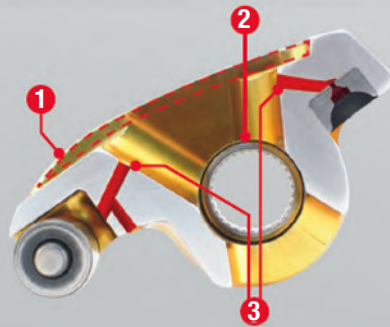


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SMOOTH R

BILL CRAWFORD TOOK THIS FOURTH-GEN MALIBU TO HIGHER GROUND.



✍ Rod Short 📷 the Author

As it is when trying to describe jazz, brandy, or even the ways of a French Quarter courtesan, defining “smooth” can sometimes be difficult. Yet, even so, many say they know it when it’s there. In the case of Bill Crawford’s 1979 Malibu SS, we found the term repeatedly rolling off our tongues with no effort at all.

“I enjoy building cars that you don’t see so much,” Crawford said. “I had finished a project car and was just sitting around watching TV, so I started looking for another one to work on. I had one back in the ‘80s and really liked it, but you don’t see a lot of these anymore. I finally found a bucket seat car down in Alabama. The car was so nice that the floors still had the original paint on them.”

RUNNINGS



In 1979, Chevrolet made three different models of the base Malibu and four versions of the Malibu Classic. With a full perimeter frame underneath it, the two-door Sport Coupe was by far the most popular for hot rodders as many of these cars found their way into Sportsman stock car racing. (Former NASCAR driver Dave Marcis' final race win was with one at the old Richmond Fairgrounds back in 1982.) With three V-8 engine options ranging from a 4.4L to a 5.0L (and then to a California-only 5.8L), buyers could order the car with the F41 sport suspension option made up of 205/70R14 tires, larger-diameter front and rear stabilizer bars, and higher rate springs with matching shocks. Throw in the MM4 four-speed manual and it was a decent pollution-era hot rod that could fly under the radar.

By modern standards, however, the anemic 165hp 5.0L V-8 that came with Crawford's Malibu could be outrun by a Toyota Camry, so a serious horsepower injection was required for this makeover. Crawford set his sights on transplanting a race-oriented LS7 into his Malibu's engine bay.

"I love the LS motors and wanted to go with an LS7 because of the unbelievable power they make," Crawford said about his engine choice. "I found that other LS motors I've worked with have made about 10 percent more power by just reflashing the computer."

Handbuilt at the GM Performance Build Center in Wixom, Michigan, the LS7 was motivation for the 2006-'13 Corvette Z06. This remarkable Gen IV engine has a 4.125-inch bore and 4.000-inch stroke with an 11.0:1 compression ratio. The aluminum short-block features a forged steel crank, lined siamesed cylinders, titanium rods, and Del West 2.20/1.61 valves. The output peaked at 505 hp at 6,200 rpm with 475 lb-ft of torque at 4,800 rpm on 91 octane.



The fine print, however, says that the LS7 crate engine is intended for pre-1976 or off-road vehicles. As a result, the initial excitement over doing this swap soon gave way to knuckle-busting reality. But it wasn't anything that Crawford couldn't overcome.

"When we went to put the LS7 in, one thing led to another," Crawford said. "I could have converted the engine to a wet-sump by adding a Camaro oil pan, but I wanted to keep the dry-sump. That caused a problem because the longer oil pan on that engine was hitting the front crossmember, so I ended up having to move the engine back 2 to 3 inches. That got me into the firewall, so then I had to cut that out, too. That interfered with the stock dash, so my best solution was to just build a fiberglass replacement for it."



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Fortunately, Crawford had not only the fabrication skills, but also the forethought to think through and plan for other aspects of his project. Since the Malibu was factory-built as a perimeter frame and not a unibody car, he added a 2x4-inch box frame with a transmission crossmember and 6.5-inch mini-tubs to accommodate the Billet Specialties rims with 335/30R18 BFGoodrich tires at the rear. The floor of the rear seat footwell was raised several inches to accommodate the Flowmaster Series 40 mufflers.

Heidt's in Lake Zurich, Illinois, provided the coilover front suspension that uses 2-inch dropped spindles with Fatman Fabrication tubular A-arms, F41 sway bar, and QA1 adjustable shocks. Wilwood calipers put the clamps to the 14-inch rotors mounted at each corner.

Once the LS7 was acquired from Contemporary Corvette in Bristol, Pennsylvania, RaceKrafters Automotive Machine in Lancaster, Pennsylvania, helped with the LS7 engine prep, installation, and tuning. The net chassis dyno figures showed a hefty 490 rear-wheel horsepower at 6,200 rpm and 543 lb-ft of torque at 4,800 rpm. Backing up the engine is a Tremec six-speed that connects to a 9-inch rearend with 3.70:1 gears.

"Most people are intrigued by the fiberglass work within the engine compartment," Crawford continued. "The inner fender panels hide all the wiring and hoses, and the only thing you really see is the A/C compressor. Additional panels in the front hide the front engine accessories so when the hood closes it seals around the grille for true cowl induction."

Donnie Doman and Crawford shaved the door handles, tucked-in the bum-



pers, bolted on the Goodmark 'glass hood, and added the front and rear spoilers. Miller's Fabrication in Wardensville, West Virginia, painted the car in R-M Diamont Viper Red and Sierra Beige while Buckey's LTD Auto Body in Martinsburg, West Virginia, did the graphics and painted emblems.

Crawford fabricated the fiberglass console, which goes all the way back to the rear package shelf. The bucket seat treatment extends to the rear seat area, even to the package shelf, and was made using the smaller proportions of a 60/40 split bench seat. Craftsman Up-

holstery in Manassas, Virginia, covered the door and side panels and seats in beige and cream colored leather. A Billet Specialties steering wheel, Auto Meter Ultra-Lite gauges, power windows, remote power hood and trunk releases, and a killer sound system complete the custom interior. Ed Bohrer, Charles Tilley, and Tom VanDyke all helped set everything off with hand-polished aluminum trim.

Two full years of hard work resulted in not only the classic Malibu that Bill Crawford wanted, but also a slick hot rod that's as smooth as they come. *SE*

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P-Port version of #54503 (unfinished runners, no valve job)	54502	-	-	-	-	Angle
P-Port version of #54501 (unfinished runners, no valve job)	54500	-	-	-	-	Angle

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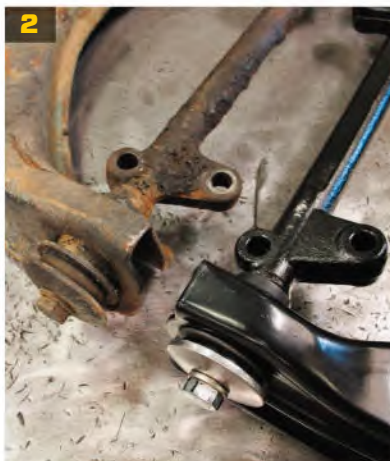
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5

Because the coil is under extreme load, a spring compressor is securely installed with the spindle still attached. Once the coil is compressed, a floor jack is placed under the lower control arm and the upper ball joint nut is removed.

6

Very carefully, after the upper control arm is set free, tension on the jack is released and the collapsed coil spring safely removed.

7

Note the amount of alignment shims that were used, if any, as you remove the upper control arm. Also, if the pressed-in crossmember studs are damaged, loose, or come out altogether, simply replace them with 7/16-20 Grade 8 bolts (2 to 2 1/2-inch length).

8, 9

Instead of spending however much time pressing bushings and replacing ball joints, you could simply attach a whole new control arm and be done with it—as such. New Grade 8 hardware is used on both uppers and lowers.

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10, 11

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12

Controls arms installed and ready to be mated with new coils, spindles, and steering linkage. Note the orientation of the upper control arm by the location of the ball joint in relation to the lower one—if it appears further forward, you've got the sides swapped.

13

Even though we're installing a 1 1/2-inch lowered coil, the spring still needs to be compressed for both safety and ease of installation.

14

Compressing a dropped spring may eliminate the need to use a floor jack to button up the spindle to the upper control arm—but if any resistance is experienced, don't risk it.

12



13



14



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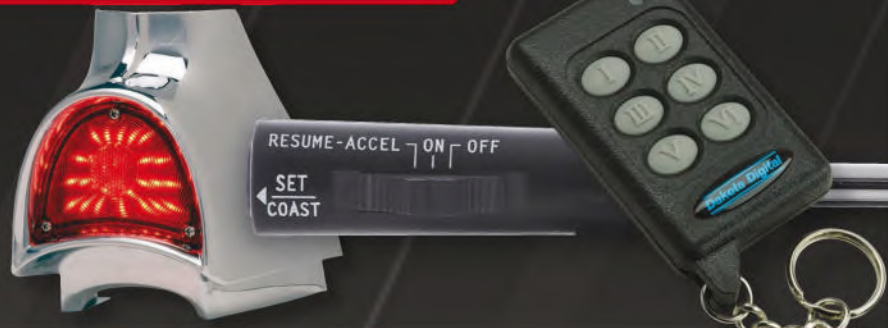
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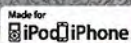
TECH Drop, Swap, And Go



15
The coil won't seat properly unless it's positioned/clocked correctly in the lower spring pocket.

16
CPP's forged steel spindles and steering arms are designed and engineered as direct replacements. To the trained eye, the spindles incorporate the best of all three Tri-Five variants.

17
The only differences between the replacements and the originals in most cases is that the axle pins are perfect and the ball joint tapers are not worn-out.



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18, 19

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22



23





22

If replacing the entire assembly as such, it is probably best to disassemble the old linkage as a whole, which will allow you to assemble the new parts with similar geometry. Note the addition of CPP billet aluminum tie-rod adjusters.

23

The only thing left before putting the '55 Bel Air back on the road—and off to get professionally aligned—is installing a new brake system. Stay tuned.

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BBC BIG HERO VI

JUNKYARD GEN VI 454 UPGRADES, PART 1



If you are a real car guy, it should downright amaze you that it is possible to drop by a local wrecking yard and pick up what is basically a complete, big-block, race engine for around \$500. OK, maybe race engine is stretching the truth just a bit, but the fact remains that complete 454 Chevys are available for around \$500. Not long ago they were priced the same as every other take-out engine, but someone got wise to the fact that bigger should cost more than smaller. Regardless, \$500 is chump change for a complete, running big-block. Especially when said big-block pumps out over 370 hp and 480 lb-ft of torque. That's right, the crusty, high-mileage Gen VI 454 truck engine went right from the dirt to the dyno and pumped out some impressive baseline numbers. Obviously, we have plenty of mods in store for our Big Hero (Gen) VI 454, but we decided to kick things off with the most badass bang for the buck on the planet: nitrous oxide.

The reason we chose nitrous oxide is twofold. The primary reason is that nitrous oxide offers huge gains for relatively little money. A complete nitrous kit (like our ZEX Perimeter Plate system) can be purchased for around \$600, and can add as much as 300 hp to the right

1
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combination. Given our 454's humble beginnings, our would-be super hero received a dose equivalent to just 150 hp. For the mathematically challenged out there, this means you can step up to a ground-pounding 500hp big-block for the paltry sum of \$1,100 (engine included). Toss in a ton of torque and BBC Big Hero VI might just qualify as a race engine after all. In the right chassis, this power curve should push a Chevelle or Camaro well into the 11s, maybe even the 10s. The low-compression big-block will tolerate plenty of nitrous, or boost (hint, hint), yet still flawlessly perform the rigors of daily driving. Remember, this big-block was

2

Though dirty and in need of an oil change, the high-mileage, Gen VI 454 was sporting large oval-port heads and the factory hydraulic roller cam valvetrain.

3

The late-model big-block was equipped with a non-adjustable valvetrain and stamped steel rocker arms.

4

The original EFI induction system was replaced with this Edelbrock Performer RPM Air-Gap manifold and Holley 750 HP carburetor. Simple and effective, the intake combo had the potential to grow with our power needs.



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TECH **BBC Big Hero VI**

still sporting the wimpy factory cam. We will get into the specific spring, rocker, and camshaft needs of the Gen VI at a later date, but for now, know that the nitrous test was done with no internal mods.

A quick word on engine selection is in order. Though big-blocks are plenty popular, they are still available in local wrecking yards. Check out the truck and SUV sections for the best selections. Big-blocks will come in one of three different varieties, but fear not as any of them will work as a suitable race engine. In our local wrecking yards, the original Mark IV BBC was the hardest to find. These



5

Though the (carbureted BBC) HEI that came with the engine was likely sufficient, we stepped up to an MSD billet distributor. The dyno ignition system also featured an MSD 6AL ignition amplifier.

6

All testing was run with a set of 2 1/8-inch dyno headers.

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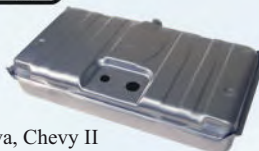
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TECH BBC Big Hero VI

are distinguished by the presence of a mechanical fuel pump. The Gen V and Gen VI models used fuel injection so they no longer required this flange. Early Gen V engines retained this flange before they were eventually phased out. From the factory, the majority of Mark IV engines will be sporting a Q-jet carburetor, while the Gen V and VI engines came factory equipped with fuel injection. The Gen V engines we found were topped by throttle-body injection, while Big Hero VI (L29) was sporting the long-runner, multi-port fuel injection. The difference became irrelevant as we



7 Run with the Edelbrock/Holley induction system and dyno headers, the Gen VI BBC produced 376 hp and 482 lb-ft of torque.

8 The super soldier formula for our big hero came in the form of this ZEX Perimeter Plate nitrous system.

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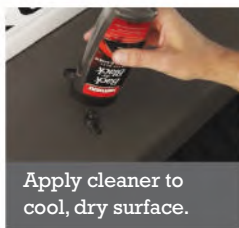


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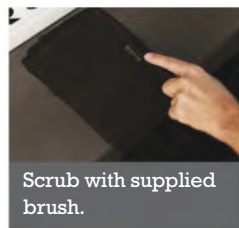
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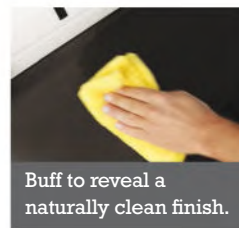
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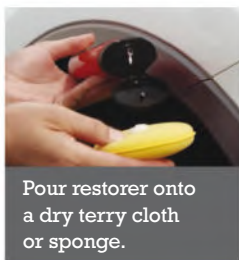


Scrub with supplied brush.

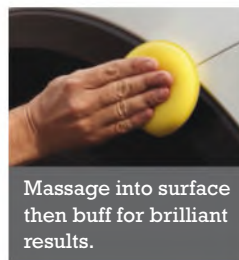


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Pour restorer onto a dry terry cloth or sponge.



Massage into surface then buff for brilliant results.



TECH

BBC Big Hero VI

replaced the EFI with carburetion.

Here are a few things to think about when selecting a low-buck, big-block race engine from the wrecking yard. If you plan on keeping the factory heads in place, the later L29 Gen VI heads are better than the previous peanut-port head used on the Gen V. Both will require upgrading to an adjustable valvetrain, but the standard, oval-port Gen VI heads

flow better than the peanut ports (at least on the intake side). Since we planned on running a carburetor, we removed the factory fuel injection. This turned out to be a mistake, as the wrecking yard charged us not for a long-block (as we hoped), but for a complete engine. In hindsight, we should have kept the injection to sell or installed a carbureted Q-jet intake and carburetor from another

BBC elsewhere in the yard. If you are going to pay full price, get everything you pay for and don't be afraid to mix and match components to tailor the BBC to your needs. The same holds true for the distributor and wires. We ditched the EFI distributor for a conventional HEI from a carbureted model. If the sale price is for a complete engine, makes sure to retain the accessory drive



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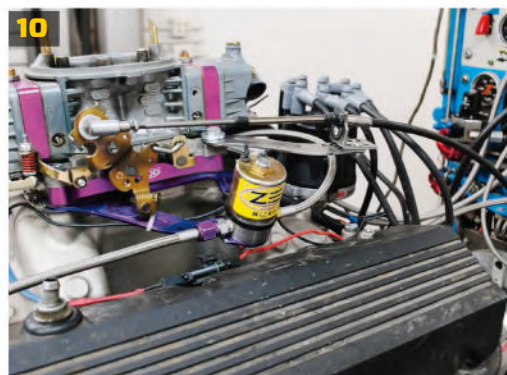
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9

9
The ZEX kit featured a perimeter plate that supplied nitrous and fuel through 12 equidistant injection points.



10

10
The fuel and nitrous were supplied by individual solenoids. Activation of the solenoids allowed nitrous and fuel to flow to the perimeter plate.

EVERYTHING IN BALANCE

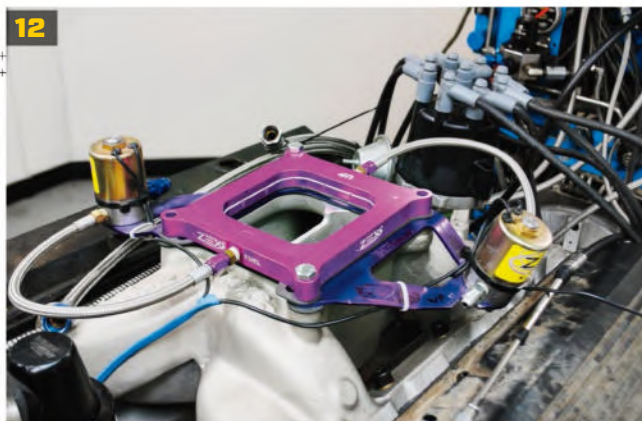


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GM LS Coil Extension Harnesses - Catalog Page 63

Clean up your LS installation by moving the coil sets off the valve covers. Includes two pigtails to relocate coils. Factory color coded wires and weatherproof connectors. One drivers side, one passenger side pigtail.

60128 - 36" 60129 - 48" 60127 - 24"

GM Gen IV LS Tach Driver - Catalog Page 63

The ECM used in GM Gen IV applications does not have a tach output wire to provide a tach signal to a tachometer. This small device converts the 5 Volt 58X crank sensor signal from any Gen IV GM V8 engine into a 12 Volt signal useable by most aftermarket and OEM tachometers. 60150

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and flexplate. Most big-blocks are backed by a Turbo 400 or 4L80E, so if you need a solid drivetrain, snag the tranny, too.

Lucky for us, we had an intake and carburetor at our disposal in the form of an Edelbrock Performer RPM Air-Gap and Holley 750 HP. At this power level, the stock Q-jet combo would equally work well, but the ZEX kit was designed for use with a 4150 carb flange. For the baseline runs, BBC Big Hero VI was equipped with the Holley carb and Edelbrock intake along with a set of dyno headers and a fresh pan of Lucas oil. We blocked the oil passages to and from the factory oil cooler and installed a Meziere electric water pump. Since the high-mileage engine was pretty grungy, we took the liberty of giving it a quick once-over to remove the major debris prior to installation on the dyno. After filling the crankcase full of oil, we primed the system to make sure the oil pump worked.

We spun the engine over by hand before removal from the wrecking yard, but we were happy to see 60 psi of oil pressure using the priming drill. After startup, we dialed in the timing to 35 degrees and adjusted the Percy's Adjust-a-Jet system until the big-block pumped out 376 hp at 4,500 rpm and 482 lb-ft of torque at 3,500 rpm. Those numbers may not seem like much for a big-block, but

11

The power supplied by the ZEX kit was adjustable from 100-300 hp using the supplied jetting.

12

After running the naturally aspirated baseline, we installed the solenoids, jets, and perimeter plate onto the awaiting intake.



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TECH BBC Big Hero VI

13

Equipped with the ZEX kit, the power output of BBC Big Hero VI jumped to 529 hp and 662 lb-ft. That ZEX stuff is some serious super soldier formula.



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the sheer fact that it was running on eight holes made it more than worth the \$500 we spent.

With smiles all around, we set out to crank up the power with the ZEX Perimeter Plate nitrous system. More than just supplying nitrous and fuel, the ZEX kit offered a few unique design features, including Perimeter Injection, Cryo-Sync, and Airflow Enhancement Technology. Compared to a traditional spray-bar, plate system, the Perimeter Injection system employs 12 (equidistant) injection points that combined nitrous and fuel to optimize both atomization (very important) and distribution in the manifold. The side benefit of injecting the super-cool (-127 degrees) nitrous is that the Perimeter Plate (sandwiched between the carb and intake) effectively turned it into a Cryo-Sync (or heat isolator). This isolator helped cool both the intake and carburetor. As a final bonus, the high-pressure flow of nitrous and fuel through the plate also created a low-pressure zone to further enhance airflow.

With the 454 still warm from the baseline pull, we installed the ZEX Perimeter Plate system. The kit was adjustable from 100-300 hp, but we configured the plate with jetting to provide an extra 150 hp. We set the fuel pressure for the nitrous system to 5 psi then made sure to get the bottle pressure up above 900 psi. External bottle temperatures were taken using an infrared heat gun. All testing was run on 91-octane



✓Yes



✓Yes



xNo



✓Yes



✓Yes



✓Yes



✓Yes



✓Yes

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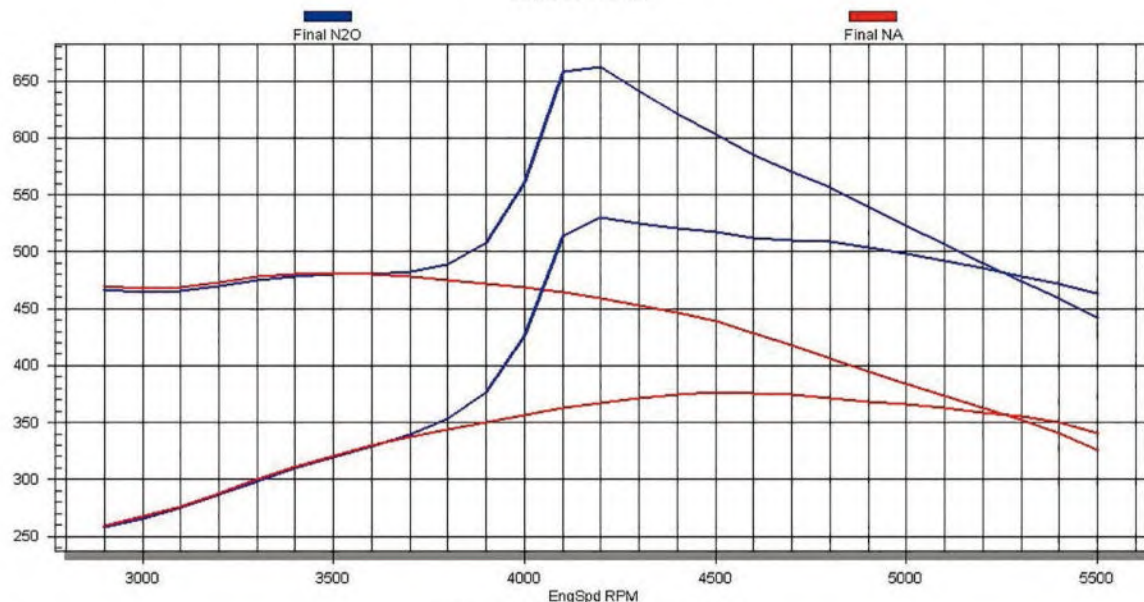
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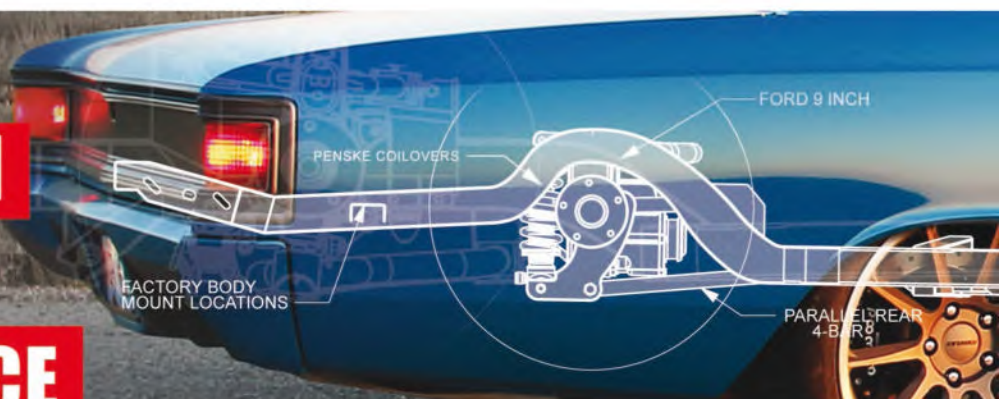


04/02/15

Junkyard Gen VI 454-NA vs Zex Nitrous (150 hp)
SuperFlow WinDyn™ V

09:43:27

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pump gas so we retarded the total ignition timing by 7 degrees, just to be safe. After purging the system, we let the hammer fly. True to form, the ZEX Perimeter Plate system pumped up BBC Big Hero VI to the tune of 529 hp and 662 lb-ft of torque. These were the peak numbers that occurred after first engaging the system, but the graph illustrates that the \$500 big-block easily exceeded 500 hp with the ZEX kit. In case you weren't following along, the

math is easy. Junkyard Gen VI BBC plus ZEX nitrous equals a 500hp Big Hero. *SF*

14

Fullsize Chevy trucks required lots of torque and that is exactly what this L29 454 offered. Fresh from the junkyard, we equipped it with an Edelbrock Performer RPM Air-Gap intake, 750 HP Holley carb, and MSD distributor. Equipped as such, the Gen VI BBC produced 376 hp at 4,500 rpm and 482 lb-ft of torque at 3,500 rpm. After adding the ZEX Perimeter Plate nitrous system, the peak numbers jumped to 529 hp and 662 lb-ft of torque. Who said performance engines can't be cheap *and* effective?

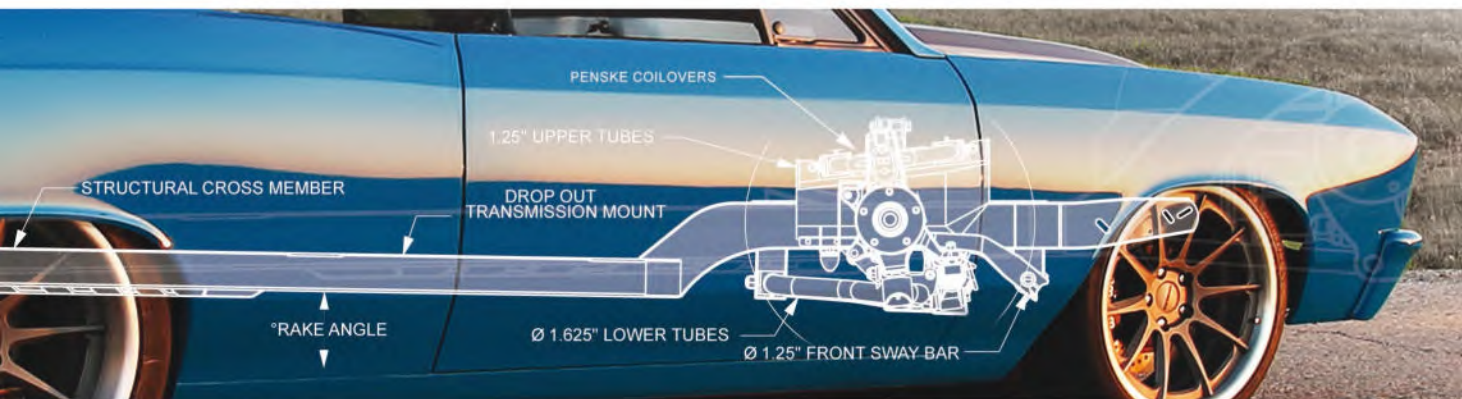
SOURCES:

Edelbrock
310-781-2222
edelbrock.com

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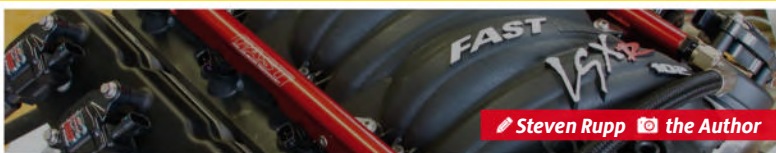
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**WE INSTALL A LOT OF WIN ON A
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1

The main problem with our shiny new Chevrolet Performance LS3 crate engine (PN 19391326) was that it's rather homely looking. The other issue was that it needed a pulley system to get it functioning in one of our classic Chevys. Yeah, we could run a GM pulley system, but that doesn't help us in the looks department. Also, GM always wants to run the A/C unit low on the passenger side, which is typically a no-go deal when doing an engine swap.

We could've titled this story "lipsticking the pig" but the LS series of engines from Chevrolet are certainly not pigs in terms of performance. But, in regards to looks they can't hold a candle to older engines we've all grown up with. The main problem with LS engines is clutter. All those fuel lines, injectors, coil packs, brackets and such just drag down how good the engine can look with a little work and the right parts.

The other less-than-attractive aspect of newer GM LS engines is the drive system. To be fair, GM is more concerned with putting out a rock solid and dependable pulley system rather than how pleasing it is to the eye. Also, most GM cars have the A/C mounted low on the passenger side of the engine, so typically this is where the GM drive kits tend to put it as well. This location proves to be more than just a bit problematic when stuffing LS power into vintage Chevy iron and, besides, the GM-style A/C compressor rarely works with aftermarket A/C kits. Some companies offer bracket kits to work with the GM pulley systems and mount a Sanden

2



Another aspect of an LS3 crate engine is that the oil pan typically isn't what you need for a swap. For this we picked up a Holley LS-Swap oil pan (PN 302-2). As the name implies, it's made for shoving modern LS engines in between older Chevy fenders. We also opted to run their sweet trap-door oil pan baffle kit (PN 302-11). This turns the pan into a "ready for the track" deal since it has four anti-slosh doors that will ensure oil stays piled up on the pickup. It simply bolted into the Holley pan with no muss and a complete lack of fuss.

3



The Holley pan is cast aluminum, just like a GM pan. This is important since, on an LS engine, the pan adds to block rigidity. It also used a GM oil pan gasket, but did come with its own pickup tube. To dress things up a bit we used some stainless six-point bolts from our ARP accessory bolt kit. These pans also come in carbon black ceramic for another \$40.

A/C compressor high on the passenger side, but that doesn't address the GM system's lack of good looks. For that we need to turn to the aftermarket. When you go with a system, like the one we're trying from Eddie Motorsports, you get a kit designed for our older Chevys and as a bonus, it's very good looking.

So, follow along as we turn an ugly duckling of an LS engine into something that will slide right into your favorite Chevy and look good as well. *SR*



With the oil pan done we could flip the engine over and start installing the S-Drive pulley system from Eddie Motorsports. First up was installing the ATI Super Damper that came in the kit. ATI makes some of the nicest dampers on the market, so it was good to see it in the kit. It also gave us a warm fuzzy feeling knowing that the kit is made in the USA.



We then installed three 92mm-long studs to the passenger side of the block. It's very important to use antiseize on any steel (especially stainless) bolts going into the aluminum block. The studs were screwed in until they protruded 3 inches.



Two 118mm-long studs were installed on the driver side and adjusted until they stuck out 4 inches.



After installing the included gaskets we slid on the provided Tuff Stuff water pump.



After applying more antiseize, we installed three 3/4x2.55-inch spacer posts to the passenger-side studs.



The first bracket to go on was for the rear of the alternator. It went over the two long studs on the driver side of the water pump and was secured with two 3/4x1.41-inch spacer posts (yeah, more antiseize) and one 95mm-long cap screw.



The lower A/C compressor bracket was bolted to the passenger head with two 20mm-long cap screws. The S-Drive kit can be ordered with or without A/C and in finishes like black, polished, and satin.



After installing the water neck (with thermostat) onto the water pump, the compressor bracket was attached to the three spacer studs on the water pump with three 25mm-long cap screws.



The Sanden SD7 A/C compressor from the kit was bolted to the bracket with two 25mm-long cap screws at the 12 and 6 o'clock positions.



The rear of the compressor was secured with a specialized stainless shoulder bolt. Can you guess what we put on the threads first?



Three 1/4-20 cap screws were used to install the compressor beauty cover. Be careful here not to over tighten. Blue thread locker was used on the three fasteners.



Two 25mm-long cap screws, with washers, secured the alternator bracket in place. For now we just finger tightened these.



The 140-amp Powermaster alternator already had a fancy billet pulley and fan installed so we only had to bolt it to the S-Drive system with one 25mm- and one 80mm-long cap screw. With this installed, we went back and tightened all the other fasteners.



Four 5/16x3/4-inch cap screws locked the water pump pulley in place. This time we used a little red thread locker.



The three 3/8x1 1/4-inch crank pulley bolts used special Belleville washers. These use a spring action to lock the bolts in place.



After installing three 25mm-long set screws (with thread locker) we attached three 3/4x1.75-inch spacer posts (again, with more thread locker) and tightened them all down securely.



The power steering bracket was then bolted to the three spacer posts with three 20mm-long cap screws. This is another spot that called for thread locker.



The PS pulley was already installed to the Maval pump, so we simply had to bolt it to the bracket using two 5/16x3-inch caps screws and lock washers.



After installing the tensioner (3/8x2.25-inch cap screw) we slid on the supplied six-rib serpentine belt. A 1/2-inch drive breaker bar made this job much easier.



We could then install the tensioner beauty cover using two 10-32x3/4-inch flat head screws and some thread locker.



Do not install the compressor manifold until you're ready to install the A/C lines and charge the system. But, this is how it will look when you do install it using two 25mm-long cap screws and some antiseize.



The pulley kit only took a couple of hours to install and it made the front of our LS3 look about as good as possible. Best of all, we had an engine that will easily fit into any Chevy we feel needs a shot of modern performance.



Back to the looks department, we found these coil packs to be more than just a little aesthetically challenged.

SOURCES:

ARP (Automotive Racing Products)
800.826.3045
arp-bolts.com

Art Morrison Enterprises
800.929.7188
artmorrison.com

Chevrolet Performance
chevrolet.com/performance

Eddie Motorsports
888.813.1293
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Fuel Air Spark Technology - FAST
877.334.8355
fuelairspark.com

Granatelli Motorsports
805.486.6644
granatellimotorsports.com

Holley
270.781.9741
holley.com



Now we could try and hide the coils, but in reality that can create more problems than it solves. Our solution was to install a set of black Holley LS valve covers (PN 241-91). The design of these covers let us ditch the coil brackets and mount the coils directly to the valve cover, which cleaned things up quite a bit. We also swapped over to some Granatelli Xtreme Power LS Series coil packs (PN 28-0513CP) and matching insulated plug wires. They look great and will provide extra spark to our LS3. We attached the coils, and the Art Morrison Enterprises headers, with more stainless bolts from our ARP accessory fastener kit.



The stock LS3 intake manifold is only a little bit ugly, but this FAST 102mm LSXR intake, in their new black color, looks a ton better, especially with the billet red fuel logs instead of the GM deal. Getting rid of even a little clutter on an LS engine goes a long way in the looks department.



We think this looks a ton better than that somewhat ugly LS3 we started with, and as a big bonus all the parts will help us get this into our favorite Chevy and some will even add a few more horsepower to the equation.



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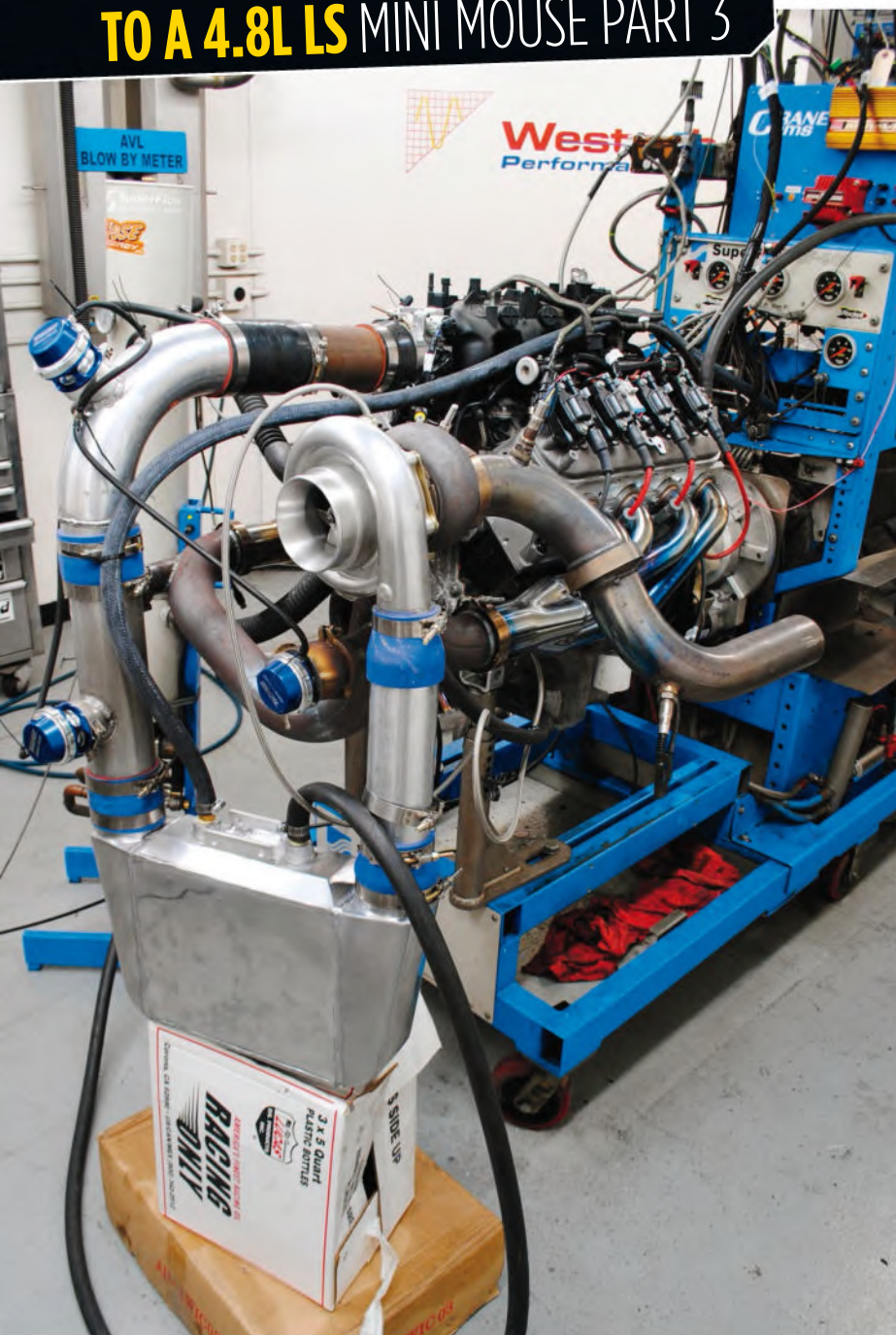
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TURBO TIME

ADDING A SINGLE-TURBO SETUP TO A 4.8L LS MINI MOUSE PART 3



After a handful of naturally aspirated mods, we just couldn't wait any longer before subjecting Mini Mouse (our 4.8L LR4 test engine) to some positive pressure. Mini Mouse has been built to demonstrate the power potential of the smallest factory LS. Back in part 1, we installed a mild Crane cam then followed up with a pair of Edelbrock carbureted intakes. We stepped up our game in part 2 with a more aggressive Crane cam and a set of GenX 205 heads from Trick Flow Specialties. These mods yielded impressive power, but how can we resist the temptation of having a pair of manifolds, a big turbo, and a sizable air-to-water intercooler sitting at the shop just begging to be tested? Turbo time, here we come.

Adding a turbo to any engine offers the promise of big power, but we wanted to demonstrate more than just the gains offered by boost. Before we get to the testing, we need to understand a little more about the effects of positive pressure. Boost from a turbo is a wonderful thing as it often acts as a multiplier of the original power output. For example, suppose we have a 400hp engine and want to add boost. Since a naturally aspirated engine is running at atmospheric pressure (14.7 psi), to double the output you'd need to double the pressure. If we add 14.7 psi of boost to our 400hp engine, we can theoretically get 800 hp. This power/boost formula also works at lower and higher boost levels. If we add 7.35 (14.7 / 2 = 7.35) psi we can expect to see a 50 percent increase in power, taking our 400hp engine to 600hp.

However, there are—as always—reasons why turbo engines may not follow the gains predicted by the formula. These can include restrictive intake and/or exhaust flow (excessive backpressure), inlet air heat, an improperly sized turbo, or inadequate cam timing. This is why we test engines on the dyno (it seems engines and dynos skipped a few math classes). More than just bolting a turbo to Mini Mouse, we decided to start by demonstrating the gains offered



Equipped with the stock heads, cam, and truck intake, the little 4.8L that could produced 336 hp at 5,600 rpm and 345 lb-ft of torque at 4,700 rpm.



The single-turbo kit revolved around these turbo manifolds supplied by DNA Motoring. The manifolds featured mandrel bends, stainless steel construction, and V-band exit flanges.



We welded up this custom Y-pipe to channel the exhaust gases to the T4 turbo flange.



To ensure adequate boost control, the Y-pipe was configured with a pair of 45mm Hyper-Gate45 wastegates from Turbosmart.



Boost came from this GT45-style turbo supplied by DNA Motoring. Capable of supporting in excess of 800 horsepower, the DNA turbo was not even breaking a sweat at 7 psi.

by a single-turbo kit, then install the same GenX 205 heads and Crane cam we installed back in part 2. The easy way would simply be to add the turbo and call it a day, or even add the turbo then add the heads and cam together, but here at *Super Chevy*, we don't take the easy way out. Our readers deserve better, so we installed each component individually to demonstrate the gains offered by each.

Since Mini Mouse was still sporting the TFS head and Crane cam from part 2, off they came and on went the stock heads and cam. Basically, we put Mini Mouse back in stock trim and she responded by producing 336 hp at 5,600 rpm and 345 lb-ft of torque at 4,700 rpm. The only change from our baseline in part 2 was the addition of a set of 83-pound Holley injectors. As always, the 4.8L was fed by an Aeromotive

A1000 fuel system, tuned using a Holley Dominator EFI system, and cooled by a Meziere electric water pump. Also present was Lucas 5W-30 synthetic oil, QTP long-tube headers, and Accufab throttle body feeding the stock truck intake. With our baseline done, it was time to install our homemade turbo system. Dedicated kits are available for LS applications, but we decided to configure our own system for dyno use.

The current rage seems to be reversing the cast-iron factory or tubular exhaust manifolds and building your own Y-pipe to mount the turbo. We chose the low-buck, tubular manifold route. We picked up a pair of stainless turbo headers from DNA Motoring that came complete with V-band flanges for easy attachment. Using the two manifolds, we welded up our own Y-pipe to channel the exhaust from each bank

to a single T4 turbo flange (supplied by CXRacing). The Y-pipe featured provisions for a pair of 45mm Turbosmart Hyper-Gate45 wastegates, ensuring maximum boost control. DNA also supplied the GT45-style turbo, which is capable of supporting over 800 hp. Boost from the turbo was fed through a massive air-to-water intercooler core from CXRacing to the Accufab throttle body. CXRacing also supplied flanges,

silicone hose connectors, and even a trick bulkhead oil drain fitting that eliminated the need to weld or tap the oil pan.

The first order of business was to install the turbo kit and run the stock engine at 7 psi (the wastegate spring setting). The 4.8L would definitely take more boost, but we wanted to demonstrate the gains offered by the heads and cam under boost, not to maximize

Truth be told, this air-to-water intercooler from CXRacing was probably unnecessary at 7 psi, but it would be on hand for future boost upgrades.



It was necessary to drill a hole and install a bulkhead fitting in the oil pan to serve as an oil drain from the turbo. CXRacing supplied the easy-to-install bulkhead fitting.



To eliminate the possibility of compressor surge, Turbosmart also supplied a Race Port blow-off valve.



Equipped with the turbo, the boosted 4.8L produced 524 hp at 5,800 rpm and 529 lb-ft of torque at 4,700 rpm. Note that these power peaks came at nearly the same rpm as the naturally aspirated setup.



Obviously, stock injectors were not going to get the job done, so we stepped up to a set of 83-pound injectors from Holley.



Did the stock heads represent a restriction to flow on the turbo engine? There was only one way to find out; we installed these GenX 205 heads from Trick Flow Specialties.

Important on a naturally aspirated engine but critical on a turbo engine, tuning came from this Holley Dominator EFI system.



The 205cc intake ports on the GenX 205 heads offered the ideal combination of port volume and flow. Though our little 4.8L could not take full advantage of the available 284 cfm, we were curious to see if the additional flow would translate into power under boost.



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Monday, 9/14

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Park**
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RACE DAY

Tuesday, 9/15

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Thursday, 9/17

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FINALS

Friday, 9/18

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the power output of a turbocharged stock engine. We have big plans for Mini Mouse, including a supercharger, nitrous, and possibly a stroker kit, so there was no need to set phasers on kill with this first turbo test. Tuning the turbo combination was easy with the Holley Dominator EFI, and the 83-pound injectors offered more than enough fuel to feed the turbo Mouse. Running 7 psi of boost, an air/fuel ratio of 11.8:1, and 24 degrees of total timing (on race fuel), the intercooled turbo 4.8L produced 524 hp at 5,800 rpm and 529 lb-ft of torque at 4,700 rpm. A peek at the graph reveals that the DNA turbo maximized torque production even as low as 3,000 rpm. Equipped with the

turbo, the little LR4 pumped out torque like an LS7.

Happy with our first visit to boost-land, it was time for a few modifications. First on the list was a head swap to the Trick Flow Specialties GenX 205 heads used in part 2 of this series. The TFS GenX 205 heads were chosen because they were designed specifically for the small-bore 4.8L/5.3L engines. The 205cc intake ports flowed 284 cfm and the GenX package included altered valve angles, 58cc combustion chambers, and a 2.000/1.575 valve package. The GenX 205 heads were installed using Fel-Pro head gaskets and ARP head studs. Once installed, we ran the engine with the single DNA turbo pumping out 7 psi

of boost. Equipped with the new TFS heads, the power output of the turbo 4.8L jumped to 574 hp at 5,800 rpm and 566 lb-ft of torque at 4,900 rpm. As much as we liked the peak power gains, we loved the fact that the head swap improved the power output throughout the entire powerband—a sign of a well-designed modification. Given the stock cam profile, we were surprised by the gains achieved by the head swap under boost, but that is why we test. When it comes to cylinder heads, it is obvious that turbo LS engines need something better than stock.

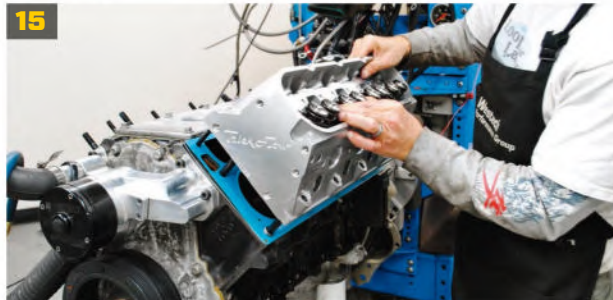
The final modification was to install the Crane 224 cam. Offering specs of 0.590-inch lift (intake and exhaust), a

14



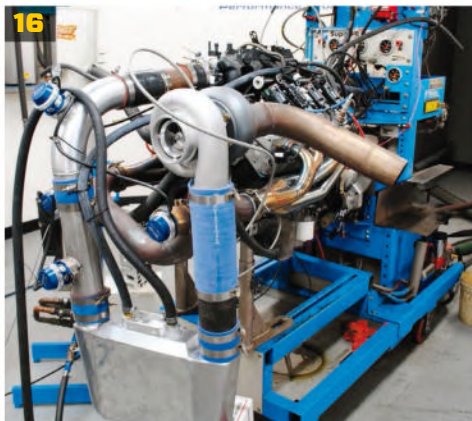
Our small-bore 4.8L required a small-bore combustion chamber. Both from a diameter and volume standpoint, the 58cc combustion chambers were sized perfectly for Mini Mouse. The chambers in the GenX 205 heads were home to a 2.000/1.575 valve combo.

15



To ensure proper sealing under boost, the TFS heads were installed using Fel-Pro MLS head gaskets and ARP head studs.

The turbo 4.8L responded very well to the GenX 205 head swap, as the power output jumped to 574 hp and 566 lb-ft of torque.



Next on the to-do list was a cam upgrade. Having previously installed the 224 Crane cam on the naturally aspirated combo, we decided to give it a try under boost. The Crane cam offered 0.590-inch lift (intake and exhaust), 224/232-degree duration, and 115-degree LSA.

17



18



The cam swap yielded impressive results, as the peak numbers jumped to 648 hp and 569 lb-ft of torque. The majority of the gains came higher in the rev range and it is likely that a slightly milder cam might be a better choice for a dedicated street application on the smaller 4.8L, but how do you argue with a 648hp 4.8L at just 7 psi?

19



If you think we got our fill of boost, you are dead wrong. Next time we're putting the "screws" to Mini Mouse.

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Turbo Time

224/232-degree duration split, and 115-degree LSA, the Crane cam was a significant step up from the stock cam. The TFS GenX 205 heads featured a dual valvespring package capable of supporting over 0.650-inch lift, so there was no issue with our 0.590-lift Crane cam. The 4.8L responded very well to the cam swap, as the peak numbers jumped to 648 hp at 6,300 rpm and 569 lb-ft of torque at 5,500 rpm. Yeah, the peak power gains were impressive, but the gains were even greater higher in the rev range. At 6,300 rpm, the output was over 100 hp more than from the head test. Had we elected to run the turbo engine higher, the gains would have been even greater as the naturally aspirated engine equipped with the TFS heads and Crane cam made peak power at 6,800 rpm. Having subjected Mini Mouse to a turbo, we were ready for (you guessed it) more boost. Check out part 4 (in this issue) when we add a Whipple supercharger to the mix. *SE*

SOURCES:

Aeromotive

913-647-7300
aeromotiveinc.com

Crane Cams

866-388-5120
cranecams.com

CXRacing

626-575-3288
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DNA Motoring

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Holley/Hooker

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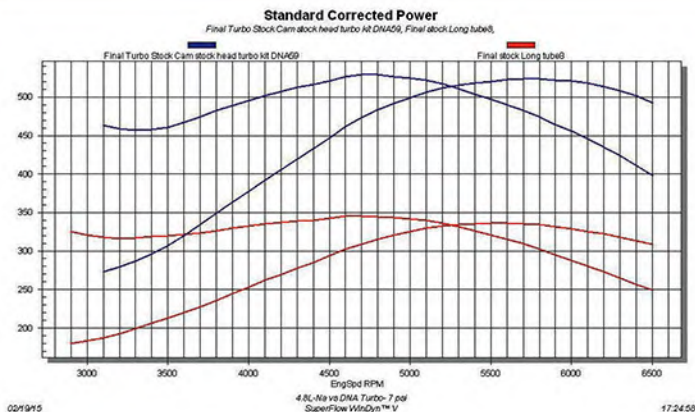
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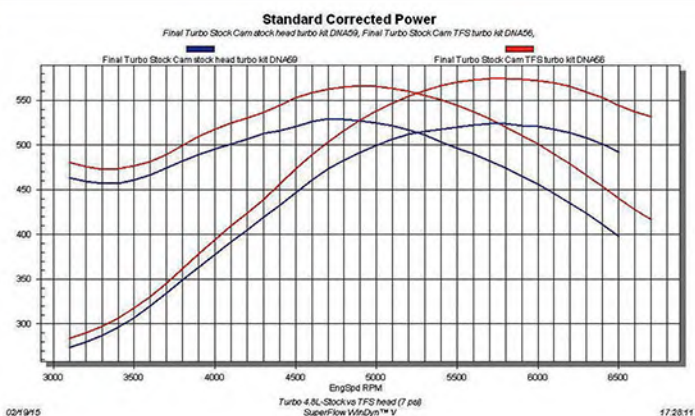
20



Mini Mouse 4.8L NA vs Turbo (7 psi)

For this first test, Mini Mouse was returned to stock trim so we could reestablish a baseline. Running the stock cam, heads, and truck intake, the naturally aspirated 4.8L produced 336 hp at 5,600 rpm and 345 lb-ft of torque at 4,700 rpm. After the installation of the single, intercooled turbo kit, peak power output jumped to 524 hp at 5,800 rpm and 529 lb-ft of torque at 4,700 rpm. This power gain came at a peak boost level of just 7 psi.

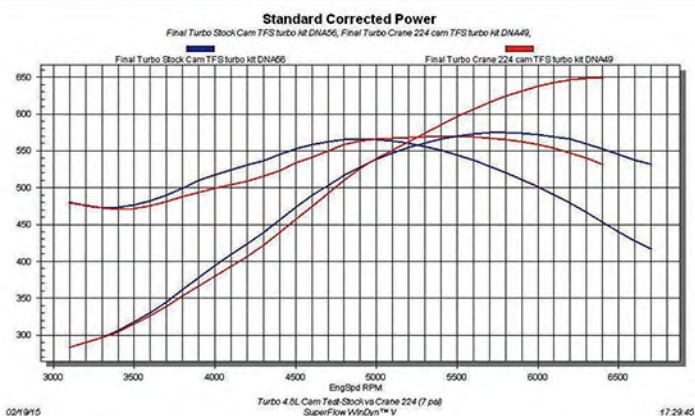
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Turbo 4.8L Head Test. Stock vs TFS GenX 205 (7 psi)

With the turbo kit up and running, it was time for a head upgrade. Replacing the stock 706 heads with a set of TFS GenX 205 heads resulted in a serious chunk of horsepower. Equipped with the new TFS GenX 205 heads, Mini Mouse stepped up to 574 hp and 566 lb-ft of torque. The head swap increased the power output from 3,000 rpm all the way through 6,500 rpm.

22



Turbo 4.8L Cam Test. Stock vs Crane 224 (7 psi)

The final test of the day was to replace the factory cam with a performance piece from Crane cams. The very same 224 cam used back in part 2 was installed on the turbo combination with excellent results. The Crane cam improved the power output to 648 hp and 569 lb-ft of torque. Remember, all of this testing was performed at just 7 psi of boost.

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TWIN-SCREW SUPERCHARGING

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MINI MOUSE, PART 4



Mini Mouse has seen more than her fair share of dyno time. After the introduction, we installed a cam then tested a pair of carbureted intake manifolds. We followed that up with a top-end change that included wilder cam timing and a set of CNC-ported GenX 205 heads. Next, we ushered in the age of boost with a single-turbo system running 7 psi. In addition to the turbo, we also individually tested the merits of a cam and cylinder head upgrade under boost. This helped answer questions about turbo cam timing and whether ported heads offer any power under boost. Because of the positive experience with the turbo combination, we decided to duplicate that test with another form of forced induction. We now know that a cam and head swap play a major role in power production on the turbo engine, so, how do they work with a positive displacement blower? Enter the Whipple twin-screw supercharger.

While Whipple offers supercharger kits for dedicated applications, we decided to try one of their 2.9L "Tuner" kits. The Tuner kit lacked components like the flash tool, air filter, and miscellaneous hardware, which wasn't an issue for our engine dyno testing. The centerpiece of

Troy Goldie and Steve Brule from Westec show the Trick Flow Specialties heads and Crane cam, respectively, that'll be tested along with the Whipple supercharger.

1

the Whipple kit was obviously the front-feed, 2.9L W175ax twin-screw supercharger. Capable of supporting 1,000 hp, it was more than enough blower for the little 4.8L. Even with an efficient twin-screw supercharger, heat is a natural byproduct of compression, so the Whipple kit also included an integrated air-to-water intercooler core. The higher the boost pressure, the higher the associated inlet air temperature, so intercooling becomes increasingly



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As always, our test procedure started by establishing a baseline with Mini Mouse in naturally aspirated trim. Tuned with the Holley Dominator EFI and run with the stock heads, cam, and intake, the 4.8L produced 342 hp and 341 lb-ft of torque.



In preparation for the Whipple supercharger, off came the factory truck intake and Accufab throttle body.



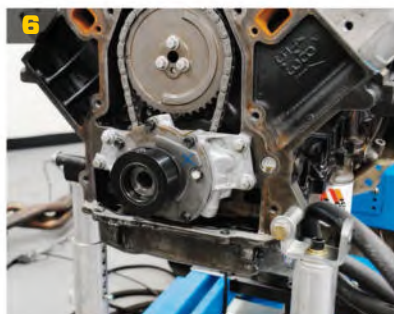
Next, we installed the Whipple lower intake and fuel rails. The lower manifold featured O-ring sealing for the supercharger and bypass valve.

important. Passing the heated charge air through a heat exchanger (intercooler) dramatically reduces the air temperature and risk of harmful detonation. The twin-screw system from Whipple utilized an air-to-water intercooler core positioned directly below the discharge of the supercharger. The cooler air really came in handy at the elevated boost levels run on the stock engine.

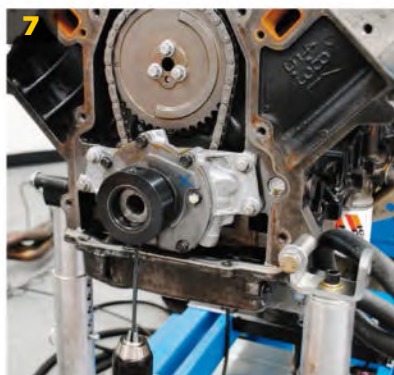
Unlike the turbo run in part 3, boost supplied by a supercharger was a function of two things. Since boost



Next, we installed the Whipple 2.9L twin-screw supercharger and air-to-water intercooler assembly. Located below the supercharger, the intercooler was used to lower the inlet air temps.



In addition to the 10-rib Super Damper, ATI supplied a kit to pin the factory crank. Since the factory damper is not keyed, it may spin on the crank from the load imposed by the supercharger. The kit included a locating sleeve, drill bits, and dowel pin.



After positioning the sleeve, we drilled the first hole, then switched over to the supplied reaming tool to finish the job.

pressure is really just a measurement of backpressure created by the engine, boost is a function of blower speed (relative to engine speed) and the power output of the naturally aspirated engine. Like any blower, the rotor speed of the Whipple was controlled by the engine



We then tapped the dowel pin in place. The factory (or ARP) damper bolt ensured the dowel pin did not slide into the center of the crank. We had no damper or belt slippage issues once this system was in place.



The spring-loaded tensioner/drive system used for the blower testing included the 7.5-inch ATI Super Damper, a manual water pump, and the 4.0-inch blower pulley. Note the 45-degree elbow used to keep the 102mm throttle body away from the blower pulley. Run on the stock engine, the 2.9L supercharger produced 577 hp and 503 lb-ft of torque at a whopping 19 psi.

speed multiplied by the drive ratio between the crank and blower pulleys. Increasing the size of the crank pulley or decreasing the size of the blower pulley will increase the speed of rotors and increase the boost pressure supplied to the engine. Since we planned on running the oversized blower on the stock 4.8L, we requested a variety of different blower pulleys to work with the supplied ATI crank pulley. This gave us the ability to adjust the boost pressure supplied to the engine. We liked the fact that the kit came with a 10-rib pulley system to eliminate any chance of belt slippage. There is nothing more

frustrating than having belt slippage during a test session. The dedicated fuel rails required short, 85-pound (LS3-style) injectors, which we sourced from FAST, along with one of their massive, 102mm Big Mouth throttle bodies.

Back in part 3, we subjected Mini Mouse to a single-turbo kit in stock and modified trim and decided to duplicate that procedure with the Whipple supercharger. To do so, the first order of business was to put the 4.8L engine back to stock. This meant removal of the TFS GenX 205 heads and Crane 224 cam. Loyal readers will remember that the LR4 had been augmented with a set of JE forged pistons that featured 7.2cc domes, but the combination was otherwise stock. The naturally aspirated baseline was run with a set of 1 3/4-inch headers feeding 3-inch exhaust that included a set of Bassani mufflers. Also present was a Meziere electric water pump, Accufab throttle body, and Holley Dominator EFI management system. Run with 4.5 fresh quarts of Lucas synthetic oil, Mini Mouse produced peak numbers of 342 hp and 341 lb-ft of torque. All the time spent on the dyno had improved ring seal as the baseline power was up slightly from parts 1 and 2. Despite its minimal displacement and mild cam timing, torque production from the little 4.8L managed to exceed 325 lb-ft from 3,900 to 5,500 rpm.

As impressed as we always were with the power output of the stock 4.8L, we couldn't wait to see the boosted power numbers. Off came the stock truck intake to make way for the Whipple supercharger. First to be installed was the lower intake manifold and fuel rail assembly. We installed the 85-pound FAST injectors in the rail then secured the injectors in place in the lower manifold. The upper manifold included the supercharger and intercooler assembly, and the upper and lower manifolds (and bypass valve) were sealed using the supplied O-rings. Once the blower was bolted in place, we attached the (late-model Camaro) ATI damper and spring-loaded belt tensioner.

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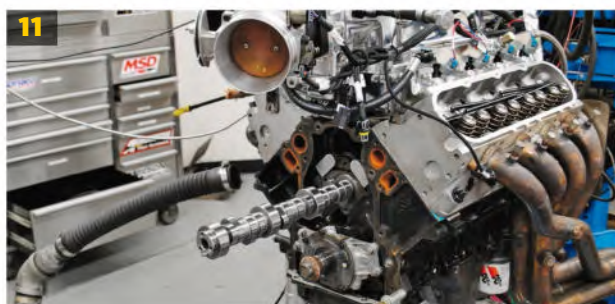
Next came the 45-degree throttle body adapter and FAST 102mm throttle body followed by the belt and throttle cable. Installation of the supercharger required the use of a manual (late-model Camaro) water pump to replace the Meziere electric pump. We tried the Meziere Camaro electric pump but the water neck interfered with the blower bracket. Installation of the Whipple on Mini Mouse was no more difficult than a simple intake swap.

For the first test on the stock LR4 engine, we went with the largest blower pulley we had available: the 4.00 inch. This kept blower speed and boost to a minimum, but we made sure to switch over to 110-octane Rocket Brand race fuel just to be safe. After all, the boost pressure would be highest on this stock combination. The combination of the ATI damper and 4.0-inch blower resulted in a peak boost pressure of 19.0 psi at 6,700 rpm. Knowing we had plans

to add a cam and heads, we purposely ran the engine with more boost than you might in stock trim. Equipped with the intercooled Whipple supercharger pumping out a peak boost pressure of 19 psi, the supercharged 4.8L produced 577 hp at 6,700 rpm and 503 lb-ft of torque at 4,600 rpm. True to form, the positive displacement blower supplied plenty of boost down low (9.7 psi at 3,100 rpm), then continued to climb with engine speed. Truth be told, we'd



To help reduce the boost and increase power, we decided to swap out the stock cam. Off came the valve covers and out came the stock rockers and pushrods. In anticipation of the many cam swaps, the stock heads had been previously upgraded with COMP beehive springs (PN 26918).



Out came the wimpy stock cam and in went a Crane performance grind that offered 0.590-inch lift, a 224/232-degree duration split, and a 115-degree LSA. The cam swap increased the peak numbers to 670 hp and 540 lb-ft and reduced the peak boost pressure to 14.1 psi.



The head swap required the removal of the twin-screw supercharger and lower manifold assembly.



Off came the stock 706 heads and on went fresh Fel-Pro head gaskets. The new gaskets were used in conjunction with a set of ARP head studs.



Having worked so well on the naturally aspirated and turbo combinations, we were naturally excited about installing the TFS GenX 205 heads on the supercharged 4.8L.



After torquing the heads in place, we installed the lower intake, rockers, and valve covers.

like to see the engine make more power with less boost than the other way around and this next test was all about doing just that. Enter the camshaft.

Out came the stock LR4 cam and in went the same Crane 224 cam run on the NA and turbo combinations. Significantly more stout than the wimpy stock cam, the Crane 224 cam offered 0.590 lift, a 224/232-degree duration split, and 115-degree LSA. This represented a significant step up from the stock specs (0.466/0.457 lift, 190/191 duration, 116 LSA). Tested on this supercharged LR4, this cam offered significant power gains, increasing the peak numbers from 577 hp and 503 lb-ft of torque to 670 hp and 540 lb-ft of torque. In addition to the extra power, the cam swap also decreased the peak boost pressure. We wanted more power with less boost and that is exactly what we got, as the cam swap dropped the peak boost pressure from 19.0 psi to just 14.1 psi. We know you are thinking we have to crank up the boost but we like keeping the pulley the same and beneficially adjusting the power level and boost pressure. Remember, boost pressure is really backpressure in the intake and lower boost pressures also decrease the all-important inlet charge temperature.

The final test was the most surprising of the day. Fresh after seeing the TFS heads add nearly 50 hp to the turbo combination (with the same cam), we had high hopes installing them on this supercharged application. The GenX 205 heads flowed enough to support over 550 naturally aspirated horsepower, so we knew they were more than sufficient for our little 4.8L. After the cam test, off came the stock 706 heads (with COMP (PN 26918) valvesprings) and on went the TFS GenX 205 heads. All we can say is that we were shocked by the results. At first, we were excited about seeing the drop in boost pressure from the peak of

14.1 with the stock heads and Crane cam to just 12.7 psi. Unfortunately, the drop in boost did not correspond with the expected increase in power, as the head swap netted just 10 hp, and only at the very top of the rev range. With all of the variables accounted for, we scratched our collective heads and called it a day but not before promising to revisit the

supercharged head test in the future. After all, why would the head swap increase power both naturally aspirated and turbocharged but show no gains with the blower, especially after seeing the expected drop in boost? Some further investigation is required. At the end of the day, we've proven this little Mouse can make big power in a multitude of ways. *SB*



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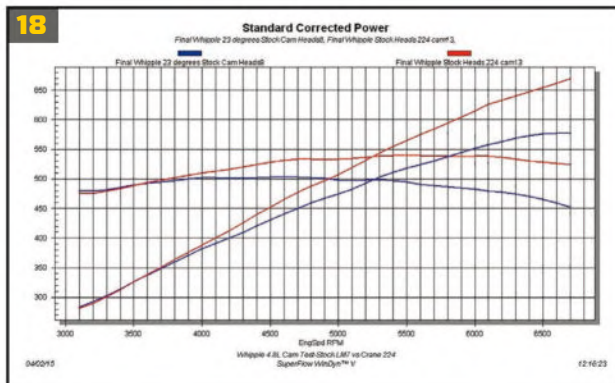


With the blower installed, we were surprised by the results. As expected, the peak boost was down to 12.7 psi, but the power changed very little.



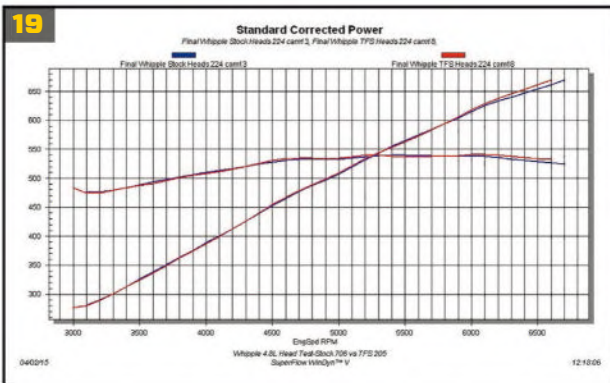
Mini Mouse 4.8L NA vs 2.9L Whipple (19 psi)

Adding a supercharger makes a dramatic difference in the power as illustrated by this graph. Run with the stock heads, cam, and intake, the naturally aspirated 4.8L produced 342 hp and 341 lb-ft of torque. After adding the Whipple supercharger to the mix, the power numbers jumped to 577 hp and 503 lb-ft of torque. Unfortunately, the boost pressure of 19 psi was much too high to safely run on this engine for any length of time. Even using the largest blower pulley we had, the boost supplied by the 2.9L Whipple was just too much for the stock 4.8L. What we needed was a drop in boost and a jump in power.



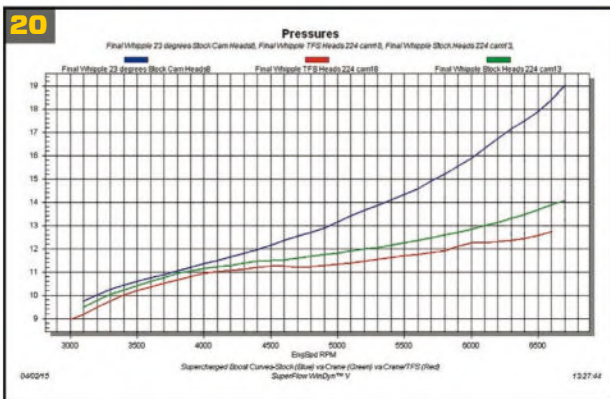
Cam Swap. Less Boost and More Power

Replacing the stock LR4 (LM7) cam with the Crane 224 cam resulted in some impressive power gains. Despite not being designed specifically for a blower application, the Crane cam upgrade increased the power output of the supercharged 4.8L from 577 hp and 503 lb-ft of torque to 670 hp and 540 lb-ft of torque. Every bit as important was the fact that the cam swap reduced the peak boost pressure from 19.0 psi to just 14.1 psi.



Head Swap. Stock vs TFS GenX 205

This was a real head scratcher, as replacing the stock 706 heads with the TFS GenX 205 heads resulted in very little power gain. The head swap netted just 10 hp at the very top of the rev range. We expected much more given the fact that the TFS heads were good for 30 hp on the naturally aspirated 4.8L and 50 hp on the turbo version (at just 7 psi). We might revisit this test to verify there were no mistakes, but all the variables and data checked out.



Boost Curves

Despite running the same pulley combinations, changing the cam and heads on the 4.8L resulted in decidedly different boost curves. Equipped with the stock heads and cam, the 2.9L Whipple supercharger produced 19 psi of boost at 6,700 rpm. Obviously, the blower speed was excessive on this stock, small-displacement application. Installation of the Crane 224 cam dropped the peak boost to just 14.1 psi, while the head swap dropped it even further to 12.7 psi.

SOURCES:

ATI
877-298-5039
atiracing.com

JE Pistons
714-898-9763
jepistons.com

Westech Performance Group
951-685-4767
westechperformance.com

Crane Cams
866-388-5120
cranecams.com

Lucas Oil
lucasoil.com

FAST
877-334-8355
fuelairspark.com

Trick Flow Specialties
330-630-1555
trickflow.com

Whipple Superchargers
559-442-1261
whipplesuperchargers.com

Holley/Hooker
270-782-2900
holley.com

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PACK OF 4
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69678 shown

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LOT 47016 shown
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PITTSBURGH
LOT 69886
69520 shown

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WOW SUPER COUPON

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR
CENTRALPNEUMATIC
LOT 67847 shown
61454/61693

SAVE \$70

\$14999 REG. PRICE \$219.99

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WOW SUPER COUPON

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US*GENERAL
LOT 95659 shown
61634/61952

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\$9999 REG. PRICE \$279.99

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SUPER COUPON

CENTRALPNEUMATIC HIGH SPEED METAL SAW
LOT 60568/62541/91753 shown

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SUPER COUPON

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PITTSBURGH
LOT 61278/67971 shown

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SUPER COUPON

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LOT 69729/68528/69676 shown

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SUPER COUPON

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PACK OF 100
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• 5 mil. thickness

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36" METAL BRAKE WITH STAND
CENTRAL MACHINERY
LOT 91012 shown
62335/62518

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SUPER COUPON

12 VOLT DELUXE BATTERY MAINTAINER AND FLOAT CHARGER
CENTECH
LOT 61911

SAVE 60%

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SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE
CHICAGO ELECTRIC
LOT 61776/61969
61970/69684 shown

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LOT 61917 shown
67287/62234

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FREE

WITH ANY PURCHASE

**3-1/2" SUPER BRIGHT
NINE LED ALUMINUM
FLASHLIGHT**

LOT 69052 shown
69111/62522
62573/65020

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VALUE**

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88783040

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61316/69340 shown

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88775069

WOW SUPER COUPON

**2 TON FOLDABLE
SHOP CRANE**
PITTSBURGH ALUMINUM

LOT 69514 shown
69051/60388

**SAVE
\$120**

\$179.99

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• Includes Ram,
Hook and Chain

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88780538

WOW SUPER COUPON

**9 PIECE FULLY POLISHED
COMBINATION
WRENCH SETS**
PITTSBURGH

SAE
LOT 69043
42304 shown

**SAVE
62%**

\$5.99

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88782877

WOW SUPER COUPON

**RAPID PUMP®
3 TON HEAVY DUTY
STEEL FLOOR JACK**
PITTSBURGH

LOT 69227/62116
62584/62590
68048 shown

**SAVE
\$80**

\$79.99

~~\$159.99~~ REG. PRICE \$159.99

• Weighs 74 lbs.

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WOW SUPER COUPON

**500 LB. CAPACITY
ALUMINUM CARGO CARRIER**
HaulMaster

LOT 92655 shown
69688/60771

**SAVE
\$70**

\$79.99

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WOW SUPER COUPON

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7000 RUNNING WATTS
13 HP (420 CC)
GAS GENERATORS**
PREDATOR

LOT 68530/69671 shown
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\$262**

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WOW SUPER COUPON

**drillmaster
1500 WATT DUAL
TEMPERATURE
HEAT GUN**
(572°/1112°)

LOT 96289 shown
62340/62346

**SAVE
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WOW SUPER COUPON

**10 FT. x 10 FT.
POUP CANOPY**
MT

LOT 62513/62384
69456 shown

**SAVE
\$40**

\$59.99

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WOW SUPER COUPON

**A/C R134A MANIFOLD
GAUGE SET**
PITTSBURGH

LOT 60806
62707

**SAVE
\$50**

\$49.99

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WOW SUPER COUPON

**72" x 80"
MOVER'S BLANKET**
HaulMaster

LOT 66537 shown
69505/62418

**SAVE
66%**

\$5.99

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WOW SUPER COUPON

**40 LB. CAPACITY
FLOOR BLAST
CABINET**
CENTRALPNEUMATIC

LOT 62144/68893 shown

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**3/8" x 50 FT.
HEAVY DUTY PREMIUM
RUBBER AIR HOSE**
CENTRAL PNEUMATIC

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OF THE BOW TIES
AT PALM BEACH
INTERNATIONAL
RACEWAY

Patrick Hill
Super Chevy Staff

2015 SUPER CHEVY SHOW PALM BEACH

The 2015 *Super Chevy* Show season kicked off with a bang under the bright Florida sun. The grounds of Palm Beach International Raceway were packed with a variety classic and modern Chevys that kept the crowd entertained all weekend. With nearly 200 entries in the show car field, the judges had their hands full picking the winners, while on the dragstrip racers fought staging duels and reaction time showdowns to take top honors in the Bracket, Stock/Super Stock, and Junior Dragster classes.

Driver's fought some adverse weather conditions over the weekend, but that did little to dampen the spirits of the Bow Tie faithful. Below is a full breakdown of the car show and drag race results for the weekend. *SP*



SATURDAY RACE RESULTS

BRACKET 1	R.T.	E.T.	MPH
Winner: J.P. Hickmon	.001	7.888	134.73
Runner-Up: Randy Weber	.000	10.425	81.66

BRACKET 2

Winner: Brandon James	.060	11.336	118.51
Runner-Up: Steve Dweck	-.030	20.762	52.45

STOCK/SUPER STOCK

Winner: Harry Morgan	.117	17.212	73.75
Runner-Up: Fred Rowntree	-.160	10.406	125.37

JUNIOR DRAGSTER

Winner: Julian Puya	.030	8.974	73.24
Runner-Up: Xarjana Foster	-.001	7.902	80.40

SUNDAY RACE RESULTS

BRACKET 1	R.T.	E.T.	MPH
Winner: Steve Dweck	.043	7.621	174.59
Runner-Up: David Hoxie	.049	7.537	173.81

BRACKET 2

Winner: Ryan Moore	.033	12.089	122.64
Runner-Up: Larry Doty	N/A	N/A	N/A

STOCK/SUPER STOCK

Winner: Myron Platek	.023	11.389	103.40
Runner-Up: Carl Wright	.092	14.106	91.31

JUNIOR DRAGSTER

Winner: Camryn Fredrickson	.039	8.984	73.33
Runner-Up: Gage Burch	.027	9.076	63.77



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Driven Race Wax isn't your mother's wax. It's a cleaner and protectant that shines like no other and can be applied quickly to all surfaces without hazing or streaking, even in direct sunlight. It won't damage paint, rubber, plastic, glass or vinyl, or even strip away your coat of wax.

Race Wax was developed for NASCAR teams needing a product that would work on various materials in the most demanding conditions. It's perfect for a quick "clean-n-shine" at the car show or racetrack, and is rapidly gaining preference over the leading brands. Whether you go or show – win with Race Wax.

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- 1959-64 Chevrolet
- 1964-67 GM A-Body
- 1967-69 Camaro
- 1968-72 GM A-Body

MULTILINK I.R.S. NOW AVAILABLE

Optimize most any GT-Sport chassis with AME's revolutionary new Independent Rear Suspension.



NEW!

CAR SHOW RESULTS

SATURDAY SPECIALTY AWARDS

ISCA Award: Rick Peterman, 1970 Corvette
Club Participation: National El Camino Owners Association [NECOA]
Outstanding Engineered: Mike Moon, 2013 Monster Truck
Outstanding Paint: Karl Harriger, 1973 Camaro
Outstanding Interior: Mike Larrabee, 1970 Nova
Outstanding Engine: Dan Caggialu, 1964 Corvette
Outstanding Stock: Evan Stone, 1964 Impala
Outstanding Street: Dave Shugard, 1964 Chevelle
Outstanding Modified: Ed Howell, 1969 Chevelle
Outstanding Workmanship: Heith Steihe, 1967 Chevelle
Minties Top Dog: Robert Verret, 1967 Nova

PRO ENGINEERED

Winner: Robert Verret, 1967 Nova

PRO STREET

Winner: Harris Schulman, 1966 Chevy II Nova

EL CAMINO 1980 AND NEWER

Winner [Stock]: Robert Wipperman
Winner [Street]: Joshua Hanna, 1986 El Camino
Winner [Modified]: Matt Creager, 1985 El Camino

EL CAMINO 1959-1979

Winner [Stock]: Rudy Winchman, 1979 El Camino
Winner [Street]: Jay Bernard, 1969 El Camino
Winner [Modified]: Glenn Travers, 1970 El Camino

CAMARO 2014 AND NEWER

Winner [Stock]: Dan Rowlands, 2014 Camaro
Winner [Street]: Xavier Hidalgo, 2014 Camaro

CAMARO 2013 ONLY

Winner [Street]: Stephen Vigoa, 2013 Camaro

CAMARO 2010-2012

Winner [Street]: Charles R. Johnson, 2010 Camaro
Winner [Modified]: Alfred Lozano, 2011 Camaro

CAMARO 1993-2002

Winner [Street]: Raul Sebastian Rivas, 1999 Camaro SS

CAMARO 1982-1992

Winner [Street]: Ronnie Baker, 1985 Camaro

CAMARO 1970-1981

Winner [Stock]: Jeff Desilets, 1972 Camaro
Winner [Street]: Rick Brown, 1972 Camaro
Winner [Modified]: Paul and Diana DeLucia, 1974 Camaro

CAMARO 1967-1969

Winner (Stock): Jack Hunter,
1968 Camaro

CAMARO Z28 ONLY

Winner (Street): Nathan Miskulin,
1969 Camaro Z/28

CAMARO SS ONLY

Winner (Street): Chris Steers,
1969 Camaro SS

MONTE CARLO 1980 AND NEWER

Winner (Stock): Larry Valdes,
1987 Monte Carlo

Winner (Street): Paul Daugherty,
1987 Monte Carlo SS

Winner (Modified): Kimberly Richard,
1987 Monte Carlo Aero Coupe

MONTE CARLO PRE-1980

Winner (Modified): Andrew Cefalo,
1972 Monte Carlo

SUV ALL

Winner (Modified): Robert Shumate,
2006 Hummer

TRUCKS 1988 AND NEWER

Winner (Modified): Brian Allen,
2003 Chevy SSR

Winner (Modified): Mike Moon,
2013 Monster Truck

TRUCKS 1973-1987

Winner (Modified): Joe Betanzos,
1987 Chevy Silverado

TRUCKS 1949-1972

Winner (Street): Steve Wooster,
1955 Chevy Truck

Winner (Modified): Wyatt Reynolds,
1972 Chevy C10

CHEVELLE 1968 AND NEWER

Winner (Stock): Michael Merlo,
1971 Chevelle

Winner (Street): Tom Stankus,
1969 Chevelle

Winner (Modified): Joseph D. Mantione,
1969 Chevelle

CHEVELLE 1964-1967

Winner (Street): Dave Shugard,
1964 Chevelle Malibu

CORVETTE 2005 AND NEWER

Winner (Stock): Bryan and Mary Cross,
2011 Corvette

Winner (Street): George Trohalides,
2014 Corvette

Winner (Modified): Ray Bergman,
2006 Corvette

CORVETTE 1997-2004

Winner (Stock): Sherry Shive,
2003 Corvette

Winner (Street): Charles Ruggiero,
2003 Corvette

Winner (Modified): Winston Heverly,
2002 Corvette

CORVETTE 1958-1967

Winner (Stock): Charles E. Bailey,
1967 Corvette

Winner (Modified): Dan Caggiani,
1964 Corvette



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BIG CAR 1990 AND NEWER

Winner (Stock SS only): George and Debbie Deangellis, 2014 Chevy SS

Winner (Stock): Kelly Mock, 1996 Impala

Winner (Street): Nikki Munneke, 1996 Caprice

Winner (Modified): Nikki Munneke, 1996 Impala

BIG CAR 1958-1989

Winner (Stock): Evan Stone, 1964 Impala

Winner (Street): Eugene Selby, 1967 Impala

BIG CAR 1949-1954

Winner (Modified): Rick and Judy Bowers, 1954 Chevy Bel Air

NOVA 1968 AND NEWER

Winner (Street): David Rush, 1977 Nova

Winner (Modified): Paul Smith, 1973 Nova

NOVA 1963-1967

Winner (Modified): Mike Hines, 1964 Chevy II Nova

Duracell Award: Steve Woodstock

Original Parts Group Award:
Michael Merlow, 1969 Chevelle

RockAuto.com Award:
Norm Goodman, 1973 Corvette

Club Participation Award:
National El Camino Owners of America

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1 ALEX RAYA 1973 NOVA

Quick Take: Alex's 1973 Nova two-door coupe features bright-blue poly pearl paint, a 383 stroker, and extra fat BFGoodrich T/As on five-spoke alloy mags.



2 GABRIEL GOMEZ 1970 CHEVELLE

Quick Take: Gabriel's Cranberry Red 1970 Chevelle SS454 rolls on 20s and sports black Stereo Stripes on a cowl-induction hood.



3 CHRISTOPHER CRIML 1956 BEL AIR

Quick Take: Christopher's 1956 Bel Air is running a 632-inch big-block, TH400, Strange 9-inch, and Aeromotive fuel system.



4 BRAD MERRICKS 1969 CAMARO

Quick Take: Laid out on air, Brad's 1969 Camaro runs a six-speed transmission, LS3 engine, and Rushforth wheels.

5 DAVID FIELD SR. 1965 CORVETTE

Quick Take: David's Rally Red, 1965 Corvette convertible features side pipes, factory knockoff alloy wheels, and a 300-horsepower 327 under the hood.



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May 1st, 2nd & 3rd Knoxville, TN

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**42nd Street Rod
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June 5th, 6th & 7th
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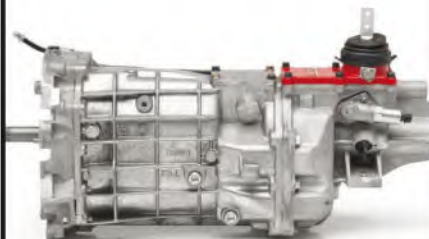
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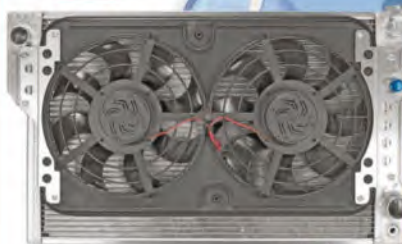
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TOO-HIP GOGGLES

In addition to stylish good looks, the new Weld Mask auto-darkening welding goggles from Miller Electric feature an extreme low-profile design that allows welding operators access into spaces where the use of a traditional welding helmet would be limited. This Miller exclusive design is usable for gas welding and cutting, as well as light-duty MIG, TIG, and Stick welding. It is ideal for maintenance, repair, and installation applications, plus specialized welding applications where alternative welding protection is needed due to space constraints.

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PEDAL TRAP

Sometimes the hardest part of converting a 1963-'64 full-size Chevrolet to a stick-shift transmission is locating a clutch pedal setup (trap). And because this is one of those parts that's getting almost impossible to find used in a wrecking yard, Hubbard's Impala Parts now offers brand-new reproduction brake and clutch pedal setups for all 1963-'64 and 1965-'66 fullsize Chevrolets.

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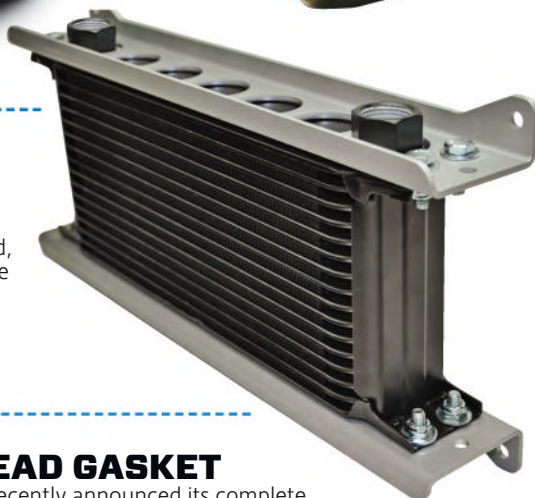


EASY MOUNT

Performance cooling got easier since the folks at Derale Performance announced the arrival of their Stacked Plate Brushed Aluminum Brackets. The lightweight brackets are designed for use with either single or twin, same-sized Derale series 10,000 Stacked Plate Coolers. The clear-anodized, heavy-duty 5052 aluminum provides a quality look with a precision fit. The symmetrical design allows for a combination of mounting configurations.

DERALE PERFORMANCE

800-421-6288
WWW.DERALE.COM



HI-HO TRIGGER

PerTronix's new Magnetic Trigger billet distributor for small- and big-block Chevy applications is designed to provide maximum ignition performance when used with a CD type ignition box. It is available in standard deck or slip collar design that fits either standard deck or tall deck applications. The distributor comes with a factory set performance curve; a mechanical advance limiting adjustment; and a small, high dielectric strength cap and rotor for installations with tight fire-wall clearance. Distributor caps are available in either red or black.

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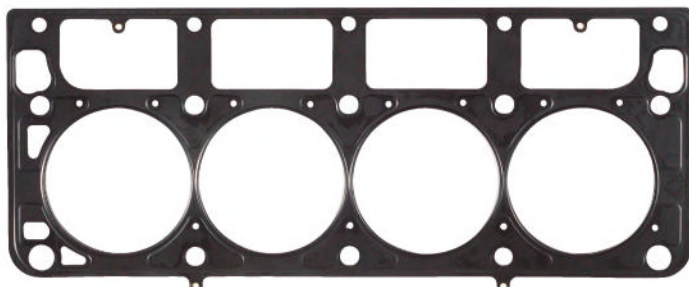


MR. HEAD GASKET

Mr. Gasket recently announced its complete line of high-quality, multi-layered steel (MLS) head gaskets for early 283 up to late LS Chevrolet engines. These gaskets provide improved protection for high-compression, turbo, and supercharged applications and deliver a tight, leak-proof seal under the most extreme conditions. The gasket layers are individually cut using a state-of-the-art laser cutting process for precision tolerance. During the assembly process, the gasket is soft radius embossed to provide additional protection in critical areas.

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